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HONGKONG, MONDAY, AUGUST 25TH, 1902.

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#### MAN

nature of the report we should have been

inclined to treat it as an invention. Russin

had not bound herself to evacuate Man-

churia by the end of June, but only a small.

part of the whole province by the 8th

October; and Russia is not wont to let her

performance exceed her promises. The tele-

gram which we publish from our London

correspondent to-day puts a very different

complexion on affairs. According to the

London Standard's representative at Odessa,

the question of evacuating Manchuria, despite

any convention, is looked upon by Russia as

quite unsettled. It depends upon whether

Russia decides to continue in occupation of

the right or southern bank of the Amur

River or to abandon it, it being thought

that Russia's position will prove perilous if

she retires across the Amur. What then,

it may be asked, becomes of the Manchurian

Convention? It is true that the Peking

Government was warned that the conven-

tion would be voided in event of misbe-

haviour on the part of the Chinese, and it

was felt that such a warning was intended

faith with a show of justification. Chir

retort. The Tsar had given "a new proof

of his love of peace and of his sentiments of

friendship toward His Majesty the Emperor

of China," as the convention so nicely phra-

sed it, and if he proceeded at once to show

that the new proof was us valueless as the

old. China alone could not insist on the

observance of the treaty. It is now be-

lieved in official circles in St. Petersburg

that Russia will formally onnex the whole

of the right bank of the Amur River as far

as the Khingan mountains, the borderrange

of Mongolia, wherein the source of the

Amur is to be found. It may be remem-

hered that after the infamous massacre of

Blagovestchensk a large extent of the right

bank was, without previous sanction from

St. Petersburg, declared Russian territory

with a grim mockery of a religious, service

of thanksgiving for the "victory" achieved.

Officially, however, Russian soil still onds

north of the Amur River, where MURAVIOFF

fixed it in 1858 by the treaty of Aigun.

remedy by retaining the whole of the right

bank of the Amur. It would be interesting

to know in what way official circles at St.

Petersburg consider that Russia's position

will be rendered less "perilous" by getting

rid of a boundary formed by a strong

natural feature such as the Amur. Doubt-

would make St. Petersburg officials feel.

much safer. The precautionary extension

of the Siberian frontier might thus be

continued indefinitely. There is only one

thought which might occur to interrupt so

pleasant a reverie about the expansion of

the Tsar's dominions, and that is: What

about the Powers which have great

legitimate interests in Manchuria? China

was urged on by certain nations to reject

various drafts of the Manchurian convention

and only finally signed an agreement in

The commercial Powers will merely stultify

their previous conduct if they now resign

themselves to seeing the convention of

April, 1902, torn up-and Russia given a

free hand to absorb at her leisure as much

of Manchuria as she chooses. Russian good-

faith has long been a byword in the Far

East. The Manchurian negotiations are

likely to make its name still more odious it

the matter has to be settled between Russia

One case only of plague was reported during

H.E. the Gevernor, Sir Henry A. Blake,

and party are likely to arrive in the Colony

about the 9th prox. by the C.P.R. liner then due.

place on Saturday has been postponed till

Friday next, at 5.30 p.m., on the Polo Ground,

Causeway Bay. Messrs. Hughes and Hough

His Honour A. G. Wise has been appointed

Chairman, and Mr. F. J. Badeley member of

the Squatters' Board. The other members are

the Hon. W. Chatham, Mr. C. McI. Messer,

Members of the Hongkong Jockey Club who

are desirous of subscribing for China ponies for

the forthcoming Race Meeting, and who have

not already sout their names in, are asked to

communicate with Mr. A. S. Anton. Acting

At the Magistracy on Saturday, Mr. F. A.

attending the recent fire in a medicine-shop at

the evidence adduced did not justify the issue

bilingual publication of which the English

of a warrant against the proprietors.

The sale of Walers which should have taken

the day ending at noon on Saturday.

and China alone.

are the auctioneers.

Clerk of the Cours .

less the annexation of the whole

[31] the Hei-lung-kinng division of Manchuria

This defect it is apparently proposed

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Correspondents must forward their names and ad. dresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on

one side of the paper only. No annaymously signed communications that have already appeared in other papers will be inserted. Orders for swire copies of Daily Paras should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cush. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.

P.O. Boz, 33. Telephone No. 12

On the 14th August, at Tientsin, the wife of G. BUTHAND, of a son. On the 18th August, at 195, Miller Road. Shanghai, the wife of G. H. Rose, of a son. On the 19th August,, at No. 30, Nanking Road,

Shanghai, the wife of J. J. Judan, of a son,

DEATHS. On the 17th August, at Berlin, CARL WILCK, On the 19th August, at the Shanghai General Hospital, ELIZABITH, the wife of ED. G. WILSON, aged 52 years.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkons, 25th August, 1902.

On the 8th April last a convention was signed at Peking by M. LESSAR, Russian Minister to Peking, on the one hand, and Prince CHING and WANG WEN-SHAO, on the other, whereby Russia agreed to withdraw in the course of six mouths after the signature her troops in the south-western portion of Moukden at far as the Liao River, and to restore the milway to China : to withdraw within the next six months her troops from the remainder of Moukden and and Mr. J. H. Kemp. from Kirin | and to with raw the following six months the rest of her troops in Heilung-kinng. The terms of this convention as published first from chinese sources and afterwards in the St. Petersburg Official Messenger coincided, so at there can be no. doubt of their accuracy. According to the e first portion of agreement therefore. Manchuria, the south estern part of the of Mou den or Shingking, should be completely evacuated by the 293 Queen's Road. His Worship decided that 8th October. It is hardly necessary to state that no news of this evacuation proceeding

We have alluded on

accredited as Minister at Washington have already noticed the latter's second

that Manchuria had then been evacuated. number, so that we need say no more than

profess to fathom; out for the circumstantial excellently planned and carried out.

end of June by Count

occasions to a ridiculous assurance

The British second-class orniser Arethusa and the American transport Buffalo arrived from Shanghai on Saturday. The U. S. revenue cruiser Negros, one of the

ten being built for the U. S. Philippine Government by Messers. S. C. Farnham, Boyd & Co. of Shanghai, went on a successful official trial trip on Monday last.

The fifth number of the Ocean Magazine has come to hand. It keeps up its reputation as a chatty, readable publication. Among the more notable items are an account of the annual prize-firing up North and a sketch called "Shorty's Typhoon."

A despatch received in Japan from Fusan. Cores, on the 13th inst. states that some French marines came into collision with a number of Japanese coolies on the previous night and nine of the latter were injured. The coolies attacked the marines on the following day by way of revenge and fatally injured one of them.

reports that the Wai Wu Pu has recently informed the foreign Ministers at Peking to prove perilous. the effect that the quarantine regulations now in force at the Treaty Ports are too arbitrary for the Chinese to endure, and that they are requested to take immediate steps to have these ragulations relaxed.

The raturn of deaths in the Colony during July - ... ws a total of 707, made up of 32 in the Eur pean and foreign community (28 civilians, 3 Army, 1 Navy) and 675 Chinese: 182 deaths were from plague, 136 from chest affections. 28 from malarial fever, and 25 from cholera, Plague was worst in No. 9 health district, where 44 deaths occurred. The death-rates in the principal registration districts were :- British and foreign civil community, 34.2 per 1,000 per annum; Chinese, Victoria, land 316, harbour 20.1; Chinese, whole Colony, land 28.8, boat 20.6, land and boat 27.6; whole civil community,

Judgment was given in Edinburgh on the 21st ult. in a libel action brought against the Glangow Daily Record, by Robert McPeake, of Belfast who claimed £1,000 damages for libel. The alleged libel was a reference to the plaintiff as an ex-Boer General, who had fought with the Irish Brigade. Defendants contended that plaintiff hud in a conversation and on the platform stated that he fought with the Boers. Plaintiff said he never fought in the war. In consequence of the article he found difficulty in getting work. Cross-examined, plaintiff admitted having said that he had learned to ride and shoot, and had held an important position in the Boer army. A verdict was returned for the defendants.

A dangerous and annoying practice with regard to which several complaints have been made of late is that indulged in by some persons of throwing things from house-verandahs at prople passing on the streets below. On Friday at midnight while two Europeans were walking up Wyndham Street on their way home, one of them was hit on the head by a mango thrown apparently from the verandah of a boarding-house there, knocking off his straw hat and bruising his temple. The seriousness of this offence can hardly be too much insisted upon: the European in question narrowly escaped a possible injury to his evesight. Last night, again, the European occupant of a ricksha was struck in the mouth by a stone in Winglok Street, and only two which Russia made many fair promises. incompetent lukongs could be found anywhere

near the spot where the outrage cocured. A Bangkok firm received a telegram from Rabeng, Northern Siam, on the 10th inst. stating that all the Europeans, with the exception of Capt. Jensen and Mr. Leonowens, left Lakon Lampang on the ovening of the 5th inst to make their way down to Raheng. This news was telephoned from Lakon to Raheng. When the telephone message was sent the town was still safe, and was being held by Capt. Jensen and his Gendarmerie. According to another report, of uncertain origin, the above is correct but apart from those mentioned there are very few others in Lakon. When Capt. Jensen got back from his pursuit of the Shans he found the place deserted. There is now placarded along the streets of Bangkok a Government proclamation with regard to the trouble in the North. It is termed a proclamation bidding the people not be afraid on account of the many rumours, and is issued by the Minister for Local Government.

#### CHOLERA AND PLAGUE IN FOHKIEN.

The N.-C. Daily News correspondent at Haingha, Fohkien province, wrote on the 8th August that plague was then worse in the north-eastern corner of the prefecture that ever in the past. "The Christian are recommending Dr. Sampson's serum and the populace is gradually availing itself of this prophylactic At first only the students in the mission schools could be induced to submit to inoculation, but latterly the demand is becoming positive and general." Unfortunately Dr. Sampson, of the C. M. S., had to lay down his work for a season and return to England. A French doctor from Hazeland, Police Magistrate, gave his decision Saigon is still there, with his serum. The corin the enquiry held by him into the circumstances respondent continues :- " From Foochow we hear even more alarming accounts. It is stated these last few days that 1,000 are dying daily, and that more have already been swept off than during the terrible visitation last summer. Coffins can no longer be supplied for all, it is We have received No. 2 of the magazine Der Ferne Osten, the German edition of the said."

Native account of both cholers and plague CASSIRE to the Government to which he is edition is known as The East of Asia. We are simply heart-rending, the writer says. Allowing for the inevitable exaggeration, one nevertheless gets the impression that the twin What Count Cassini meant, we do not that its German contemporary is equally scourges vie with each other in decimating the doomed population.

#### TELEGRAMS.

"DAILY PRESS" SERVICE. FAR EASTERN AFFAIRS.

FUROM OUR SPECIAL CORRESPONDENT.

LONDON, 28rd August, 3.55 p.m.

THE CRUX OF THE MANCHURIAN QUESTION.

The Standard's Odessa correspondent says that Russia's fulfilment or repudiation of the agreement to evacuate Manchuria depends upon the settlement of the question of the rotention of or retrogression from the ministers. right bank of the Amur river. If the territory on the right bank is retroceded it The Universal Gazette's Peking correspondent is considered that Russin's position will

THE OFFICIAL IDEA.

It is believed in St. Petersburg officia circles that Russia will formally annex the whole of the right bank up to the Khingar

#### REUTER'S SERVICE.

LONDON, 20th August.

THE BOER GENERALS.

The Boer Generals visited Ex-President Kruger at Utrecht and returned to the Hague; they have abandoned their tour in Holland and Belgium, returning to London instead, to confer with the Colonial Office before lecturing in the United Kingdom.

#### THE CAPE PARLIAMENT.

The Governor of the Cape in his speech in the Cape Parliament said, that a bill be introduced prohibiting the introduction, into Cape Colony, of Asiatics other than British subjects. SIR FREDERICK TREVES AND THE KING.

Sir Frederick Treves has taken his farewel of the King after eight weeks of constant attendance. Sir Francis Laking remains.

THE ST. LEGER. Ard Patrick has been officially scratched

LATER. RESIGNATION OF MR. SCHWAB DENIED.

Mr. Schwab, President of the great American Steel Trust, denies his resignation, but is going to Europe for rest.

THE KING'S MOVEMENTS.

King Edward starts westward to-day in the had a good deal to spare at the finish. Royal yacht; it is understood that he intends cruising round Great Britain, auchoring nightly in the harbours, finishing at Aberdeen, and thence to Balmoral Castle.

LONDON, 21st August.

THE ANTI-CLERCIAL MEASURES IN FRANCE.

During the military enforcement of the school closings in Finistere, twenty-seven casualties occurred.

THE MYSTERIOUS "ARD PATRICK." The trainer of Ard Patrick says the horse will not run in the St. Leger, owing to lameness. To-day's accounts say that the colt is improving, and there is a possibility of his

THE CAPE PARLIAMENT.

The Governor's speech in the Cape Parliament announced a bill for fixing the contribution to the Imperial Navy at £50,000 per annum. The House adopted without discussion an address of congratulation to Their Majesties King Edward and Queen; Alexandra on their accession.

London, 21st August.

CRONJE SAILS FOR THE CAPE. General Cronje, his wife and one thousand Boers have sailed from St. Helena for the Cape. A BRITISH ACADEMY.

The King has granted a Charter incorporating a British Academy for the promotion of Historical, Philosophical and Philological aludies.

THE KING'S MOVEMENTS.

The King has started on his cruise; he anchors to-night at Portland, to-morrow at Falmouth and on Saturday at Pembroke. JAPANESE WARSHIPS VISIT

IRELAND.

The two Japanese warships which came over for the Coronation, are now being feted at Cork; elaborate welcomes are preparing in other harbours.

IRISHMEN WIN AMERICAN LAWN TENNIS CHAMPIONSHIP. The Doherty brothers have won the Ameri-

can Lawn Tonnis Doubles Championship at Newport

DEPARTURE OF BOER GENERALS FROM HOLLAND.

LORDON, 21st August.

the Hague and at Rotterdam on their leaving

GOOD RAINS IN INDIA.

Good rains have fallen in Western India, which have saved the crops and removed the fear of famine. The crops in the central provinces have also benefitted by rains.

THE CAPE PARLIAMENT. Twenty-one progressive members of the Cape Parliament, including two non-suspensignists, have adopted unanimously a vote of want of confidence in the Rt. Hon. Sir. J Gordon Sprigg, Premier, and have elected Doctor Smartt their leader. Nine progressive members are at present absent from Capetown, and there are only four others, besides

#### HONGKONG POLO CLUB GYMKHANA;

Under the auspices of the Hongkong Polo Club a successful gymkhana was held on Saturday afternoon on the Polo Ground at Causeway Bay. The weather was a triffe warm but otherwise the day was delightful. A large number of spectators were present, both European and Chinese, and the company comprised many ladies. His Excellency Major. CAPTAIN PERCY SCOTT'S LOADING General Gascoigne was among the first arrvials. An interesting programme had been arranged, containing seven events. In most cases the events filled well, and competition was keen; For the success of the meeting much of the credit is due Mr. C. H. Ross, the Hon. Secretary, and Major A. B. Hamilton and Mr. G. C. of the afternoon a capital selection of music was played by the band of the 2nd Battalion Royal No. 1.-LEMON - CUTTING .- Open to all

Captain the Hon. H. W. Trefusis; 2, Mr. Dale. showed outstanding superiority and got warmly applanded for their respective performances. No. 2.-LED PONY COMPETITION,-Open

(Figure 8 course). Conditions : Ride one Pony and lead another on a figure 8 course on Polo Ground. To be run in heats of not more than 4 competitors in a heat - 1, Mr. Venables. Some very good horsemanship and speed were shown in this competition.

No. 3.-LADIES NOMINATION, ROSETTES AND BARRELS.—Open to Members of Polo Club only. Conditions: Competitors to beil to nominated by ladies. Each lady will be presented with a coloured resette. Corresponding rosettes will be hidden in one or other of several barrels placed in different parts of the ground. Start from flag-ride over hurdle to the barrel of your choice-having found a resette mount and ride home over hurdle. The lady holding the corresponding rosette to that first brought home to win prize.-1, Mr. Grieve, for Mrs. Beresford-Ash. The winner

No. 4.-JUMPING COMPETITION FOR PONIES 14.2 AND UNDER .- Open, Conditions: Over a hurdle with movable top-bar. Three runs each, first over 3ft; 3in., second over 3ft. 6in., and third over Sft. Sin. bar. In the event of tie, bar to be raised to 4ft. - There were five competing ponies, Hon. F. H. May and Mr. W. Cruickshank riding two each and Mr. Pontifex one. First honours went to Mr. Pontifer after a very keen contest in which some good form

No. 5. -RUNNING, LEADING AND MOUNT-ING COMPETITION OVER FOUR HURDLES-Open. Conditions : Start from flag-dismount -run and lead pony over first hurdle-mount and ride over second-dismount at flag (about 10 yards beyond second hurdle)-run and lead pony over third hardle-mount and ride home over fourth hurdle .- In this event Mr. Pontifex again proved the victor, coming in first in splendid style out of a big field. One rider was unfortunate enough to loss his pony when giving it a practice jump over the first hurdle; it refused to jump after him, and as he had let go his hold of the rains, the pony cantered round the end of the hurdle and on to the public road. It was captured, however, in time to let the rider come to the starting-post, No. 6 .- POLO SCUEEY OVER FIGURE 8

Condition: Over a figure 8 course on Po Ground. A hot race was won by Mr. Cruickshank with nothing to spare.

post.-This event was carried out in semi-darkness and created a deal of amusement. The first competitor to get his crackers set agoing was Mr. A. R. Grieve, and in the nature of things the others had a hard time holding on to their ponies under the blaze and spiniter of the fireworks, as they tried to carry out their own conditions. Mr. Grieve won easily,

#### LATEST STEAMER MOVEMENTS.

The P. & A. steamer Indrani, from New York via Suez Canal and Singapore, left Manila for this port on the 23rd inst., p.m.

The N. Y. K. steamer Kamakura Maru (European Line) left Singapore for this port on the 21st inst, p.m., and is expected to arrive here on the 27th inst.

The Glen Line steamer Glengarry, from Middlesbro' and London, left Singapore on the The Boer Generals were given an evation at | 23rd inst., and is due here on the 28th inst.

#### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinsons expressed by our correspondents.]

THE HONGKONG REGIMENT

TO THE EDITOR OF THE "DAILT PRESS." Hongkong, 22nd August, 1902. SIR, It appears that there is no longer ary doubt that the Hongkong Regiment is to return to ludia early next month, to be disbanded. This being the case, I think it would reflect very gravely on the hospitality of the Colony if we allowed our own Regiment to leave us without a very hearty farewell from the community in general. The Regiment apart from its being one of the finest native Regiments in existence is the only Mahommedan Regiment in the British Army and was especially raised for the protection of this Colony. I would suggest that the officers of the Regiment be invited to a public banquet given by the community in general, and hope that tome influential residents will take the matter in hand and form them selves into a committee so that the show, if it comes off, may be run in such a manner as to reflect credit on the Colony that has had the honour to prosess such a fine Regiment. With apologies for sucreaching on the space of your valuable paper. Yours, etc.

TRAY.

CITIZEN.

The writer of "Notes by the Way" in the Ocean Magazine, referring to the recent prizefiring out of which H.M.S. Quan so trium-

phantly emerged, says :--The Loading Tray Competition was one of C. Master, who acted as judges. In the course | the most novel items, and for the uninitiated it would perhaps be well to describe this invention of Captain Percy Scott, C.B., which enables Welsh Fusiliers. Appended are the results :- us to obtain, by constant practice, rapidity in loading six-inch guns. It consists of a spare comers. Conditions: Cuts 1 and 2 on the six-inch breech block which is fitted to a dummy right. Points given for pace and style .- 1, breech of wood and iron, from behind which runs a tray or trough of wood. Thus the There were many entrants; the two named machine is, as far as the operation of loading is concerned, to all intents and purposes a sixinch gun. The projectile has to be lifted p placed in the breech and rammed home, by hand, to the end of the trough; a dummy cartridge is next inserted, the breech closed, and the firing key pressed. The breech is then opened, the cartridge extracted and the evolution repeated as often as possible in a given time (two minutes). To ensure the projectile being rammed home sufficiently hard, only shots which reach the end of the trough are allowed

#### WCHWANG TRADE.

Messrs. Bandinel write under date Newch-

wang, 7th August:-During the last few days the upper giver has risen sufficiently to admit the passage of bean. boate with the result that about 400,000 piouls beans have arrived, and over 250,0.0 are on the way down. Price thowever, keep wonderfully Pontifer, for Mrs. Robinson; 2, Mr. A. R. firm as the mills are buying freely and reports of crop prospects are unfavourable; we quote:-

Beans 3 piculs 6,20 The rain has been very partial thus far, and it is feared that the bean-crop will not yield more than five and a half, or at most six million piculs, against sevens and a quarter millions

In addition to the beans arrived and en route it is believed that about 900,000 pious old crop and 1,200,000 piculs new crop will be available for expert before the winter.

Shipping .- Arrivals to date are 30 per cent. in excess of last year at same date.

Freights will depend on the course of Japan and Southern markets, as it is unlikely that local prices of exports will decline to any great

Vessels in Port - Hockow, Wenchow, Pronto, Kweilin, Hasting Chefoo, Child, Yeiko, Hokushin, Kojo, Swatow, Nagatu, and Kujanko

#### THE CHINA MEDAL.

The P. & T. Times writer :- An application as been forwarded by the military authorities on behalf of the British members of the Shanghai Volunteers as recipients for the China medal: we believe there is a confident hope that it will be granted. If it be, the favour will be a deli-Course. For bona fide Polo ponies only clous satire on its refusal to the gallant youngsters of the Congress, Customic Sank and other "Rervices who wited the parts of kerces in Peking. We was not bestation whatever in No. 7. - MAP AND CRACKER COMPETITION. assigning some of the stameful -Open. Conditions: Start from flag-ride to action to the Western to the point indicated, where will be found cardboard, discredit and pactivity of Sir Claude Macdonald; pencils, crackers, matches, and instructions. had he as a soldier refused to accept the honours Carry out these instructions and ride home, he so rightly deserved upless his gallant civil handing your cardboard to judge at winning comrates in arms were daly recognised, the War Office in Yery Susing Would Devel have dared to refuse. We beg to remind Sir Claude of Roberts's attitude when the War Office tried to refuse the Victoria Gross to Parson Adams Bobs" said if this non-combatant were denied his due honours, he himself would accept none. Sir Claude's influence affiche Foreign Office could easily have been brought to bear on the War Office. He is distinctly in our opinion stultified by the present presition of affairs. "Lest we forget" indeed. Sir Claude seems himself to have forgotten soon enough. As a quondam admitted Bir Claude we grieve to sing the month Blow of the Hon winter ar Inc.

At many the religious The grievence against the Minister is not that he did not apply for some recognition: we feel certain that he did : the indignation is wholly because he did not insist on it, and stand stanuchly by his gallant followers.

POLICE COURT. Saturday, 23rd August,

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

HARBOUR OFFENCE. On the complaint of P.C. A. Counsell, Mr. G. Jessen, master of the s.s. Michel Jebsen, was convicted of having brought his ship into the Harbour between 6 p.m. on the 21st inst. and 6 a.m. on the 22nd while on a voyage from Pakhol an infected port.

A penalty of \$5 was impraed.

A DISORDERLY STOKER.

Samuel Waddell, a stoker on H.M.S. Blenheim, was charged with having on Friday ast behaved in a disorderly manner while drunk n Praya East and assaulted a lukong in the execution of his duty; also with having injured P.C. 127 Brown's uniform to the extent of \$3.

The accused was convicted on evidence, which went to show that his attack upon the Chinese policeman was entirely unwarranted and unprovoked and that when Constable Brown came on the scene the defendant resisted and stroggled, damaging the European's uniform to the extent mentioned

Sentence-\$5 or 14 days ou each charge.

BEFORE MR. J. H. KEMP (ACTING. POLICE MAGISTRATE).

WILY BOAT-WOMAN.

Wong Ho, a fishing-boat woman, was brought up on charges of having used her boat without a licence and of having refused to stop when called upon by the Water Police.

The reason she was charged with having no licence was that the licence she did produce and show to the police did not correspond to the number of her boat. The woman, however, explained this by stating that when she last gave up the licence for police inspection the wrong one was handed back to her. When she appeared in Court she was able to show the proper licence and that part of the charge was accordingly withdrawn. Bi Worship allowed the indictment to altered so as to charge the d fendant with having used her boat for a purpose other than that for which it was licensed, an offence which the Water Police find to be very prevalent. It is much cheaper to take out a fishing-boat licence than a carrying licence, so a favourite way of evading the law is to buy the cheaper certificate while engaging in the more incretive and responsible business.

His Worship imposed a fine of \$15 with the alternative of a month's imprisonment.

WASTING WATER, Complaints are rife just now of instances of especially, being wasted through carelessness or

by taking it from a public fountain otherwise administration find the r st. than in a bucket or other vessel and thereby allowing it to now into the side channel. A fine of \$3, with the option of 10 days' imprisonment, was imposed.

#### JOINT STOCK SHARES.

Mesars. Vernon and Smyth say in their weekly share report wasted Hongkong, 23rd August .—The improve adaptive noticed in our last has not been maintained during the past week, and quotations in some instances close lower with a further weakening tendency.

Banks.-Hongkong and Shanghais have sold in fair quantities at \$5924 and \$590, and close in strong request at \$585 or the sellers' dividend of 30/- per share for the balf-year ending June 30th, 1902, at ex 1,81-817.56. London has declined to £6 /10/-, our dividend. MARINE INSURANCES.—Unions have been done in small lots at \$3921 and more shares are wanted. China Traders have improved to 858 buyers. Yangtizes have declined to \$1271 Cantons are wanted at \$160. FIRE INSURANCES .- Hongkongs continue in

request at \$330 and Chinas at \$81. SHIPPING.-Hongkong, Canton and Macaos have again come into request and can be placed at the improved rate of \$37. Indes are weaker at \$86 sellers. Chine Maniles and Douglases continue out of favour at quotations; Shell Transports are somewhat better at 21/15/with sales. Star Ferries unchanged.

REFINERIES.—China Sugare, after touching \$107, have suddenly weakened, and are now obtainable at \$1024. Luzons neglected at \$15. Mining.—Punjoms are reported sold during the week at \$5 but sellers now rule the market at this figure. Jelebus have changed hands, and

are in further requist at \$1. Docks, Whiteves and Godowns -- Hong Though the difficulties of carrying on the kong & Whampon Docks montinued in good work of the railways during the war were request during the earlier part of the week, and sales up to \$215 are reported A sudden weak-ening tendency has been set in and shares are now offering at \$250. Hongkong & Kowloon Wharves are weaker at \$88 sellers. New Amoy Docks have sold and are wanted at the improved

rate of \$37. kong Lands have sold and are still obtainable at \$170. Kowloon Lands-are wanted at \$30. ing heavy engines. Natal, in order to meet Humphreys Estates have sold and are wanted at 814. Hongkong Hotels have improved their position and are in demand at \$137.

Tis. 40, Laon Kung Mows have advanced to Tls. 45. Hongkong Cettons sold and are River Colony railways. This permits the further on offer at \$174.

MICELLANEOUR - Green Island Cement; which might otherwise have been prevented by have again been done at \$201. China Borneos are offering at \$20. A. S. Walsons have sold at \$144. Fenwicks have declined to \$47 sellers. Tramways have improved to \$345 buyers. China Providents have been done at \$10. Williams Powells have been placed at \$8? and

more shares are wanted: MEMOS.-Hongkong Hotel Co., Ld., ordinary half-yearly meeting on the 27th instant. Hongkong and Kowloon Wharf and Godown Co., Ld., advertise an interim dividend of \$2 per share on account of 1902 payable on the

BEWARE of the Party offering imitations of MACNIVEN & CAMERON'S PENS. "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen.

Edinburgh,

NORTHERN NOTES.

The following items are from the P. & Times of the 10th inst. --Formal notice is given that the British Force in China hereafter is to be called the "China

Force," instead of the "China Field Force." Large German military reliefs, numbering well over a thousand men, arrived at Taku on Sunday last in the transport Pisa. The vessel returns pia Nagasaki and takes home under Major Lidi nearly as many men as she

Visitors to Tientsin via the Grand Canal have for the past week met lagre bodies of native troops marching along the banks in the direction of the city. Or Sunday and Monday last they were just beyond Tu Lu. The men in reply to questions were very civil, and said they belonged to General

Mei's brigade. lower end of the greater cutting.

its foreign employees.

the institutions on the present lines.

innetion of the Vladivostock and Port Arthur African progress. branches of the great railway, seems to be very severely hit, and the fright has spread as far as Vladivostock.

in the recent edicts issued by the Empress Downger several officials who had been degraded have been reinstated, at the request of the Vicercy Yuan Shikai. Some military officials have had their rank restored to them, as, according to the Viceroy, they had suffered unjustly. Two civil officials, who were on the black list have had their runk restored, and may now be employed again by the government. One of these was chih heien at a place where two two French priests were massacred in 1900; this official has been degraded, but has had his name put back on the list of expectant officials. We believe the somewhat burning question of the quarantine fees between the T. P. G.

and the Shipping Companies has been compromised with satisfaction to both parties. The shipping folk objected to paying a Tls. 50 fee for medical inspection without in any way being water from public fountains, and private taps consulted as to its imposition. It was very evident that the sons of Accoulapius were makmischievousness on the part of the public, who ling hay while the sun shone, but nobody do not seem to realise the necessity for saving gradged this; the only grievance was making up for a dry day. A few prosecutions like that | the burden fall on one cause. The compremise reported below will undoubtedly have a salutary is, we believe, that till august 15th the ship-Tung Shang was convicted of wasting water \$10 per vessel. The T. P. G and Chinese

> graphic order reached the B. R. A. one day this week to hand over the railway on the 15th. and that this was countermanded by telegraphic instructions the next day. The Administration has recently been paying much attention to the permanent improvement of the staff regulations, and we think we are not far wrong in saying that it will bequeath to the Chinese a well drafted scheme of co-operative effort in the way of provident benefit, and also one for furlough. It is hoped that the employees will get home for a year on full pay after six years of service, and that at least one ture will be paid on return

We have some reason for suspecting that the present vacillation in Railway affairs is not ultogether due to the mere vagary of the British foreign effice, but to extrane us considerations. Russia is not in a position to give up the extramural line till mid-autumn, and she must retain the workshops and plant at shanbaikwan till that time. As the restoration of the intramural line is strictly conditioned by that of these shops, we shall be surprised if the British carry out their transfer before the second week in October

The General and Commanding officers have addressed the Council or the T. P. G. a despatch highly enlogistic of their administration of the City. . It recapitulates in admirable terms the work of the T.P.G. and staff, and concludes ;-"You have reason to be proud of these results and we beg to convey to you our warmest congratulations thereon.

#### THE SOUTH AFRICAN RAILWAYS

Reuter's correspondent at Johannesburg writes under date 20th July :-

enormous, with peace have come even greater problems for solution; Although Sir Percy copies. Girouard has doubled the old Netuerlands truckage, has greatly increased the number of engines, and is importing some of the most powerful machines ever run on the 3ft. 6in. gauge, he is still in need of more rot ing stock, LAKES, HOTELS AND BUILDINGS.-Hong- especially passenger stock. Throughout South Africa the gradients are very steep, necessitatthe difficulty, has laid 801b. rails throughout her system. Sir Percy Girouard intends doing the same gradually throughout his system, using the old 60Hb, rails for extensions. One COTTON MILLS. Ros have declined to of the chief improvements made has been the smalgamation of the Transvael and Orange carrying out of a great scheme of extension,

the rivalry of the two systems. One great burning question, however, regarding the milway is that several extensions will obviously be necessary in order fully to develop the country. A line from Springfontein to Kimberley will bring the latter town nearly 100 miles nearer the sea. By the connection of Klerksdorp and Fourteen Streams the railway distance between the two great industrial centres of Kimberley and Johannesburg will be reduced by 200 miles. But all proposals of such a nature, though evidently for the public good, of concerted action is possible between the Cape nerve to secure the Johannesburg transport stranger. 1939-3 having the greatest mileage, while the Natal the lake, Mr. Clemens has erected for himself Register and is guaranteed for 20 years.

and Delagon lines are seriously handicapped by a small tent in one of the shadiest spots imaginhigh gradients. The average train load of able. The furnishings of this tent consist of a goods from the Cape is 500 tons, from Natal single chair and a board flooring. 380 tons, from Delagoa 440 tons. From this it is apparent that the Cape is less handicapped by distance than would appear from a glance at the map. Under the old regime the Transvaal was generally hostile to British interests, and the Netherlands Railway took every advantage of the rivalry between the Cape and Natal. As long as the Central South African railway remains a distinct property the Transvanl and the Orange River Colony must, as a matter of business, adopt more or less the same policy. Any linking of the Central system on the Cape or Natal system may decrease the revenue of

any one of the three.

The consequence is that on every scheme of extension is brought to bear, not a desire for the general development of the whole country. but the local rivalry of States anxious for their During the last week all the native craft own revenue. It becomes obvious, therefore, going both up stream and down have taken to | that the railway amalgamation of the South the new cutting, and there is already a well African States is necessary before any great or trodden tow-path. The grappler-dredgers are far-reaching scheme of railway development still working at the upper end of it, but in a can be adopted. The Cape naturally would few days one or both will be transferred to the object to the linking of Springfentein and friends, who are legion. He enjoys playing Kimberley, as this would divert through the The termination of the Provisional Govern- Orange River Colony a good proportion of few years ago he was quite fond of bicycling ment's administration has been accompanied by its traffic. The Central railway would be though he has foregone this execrcise recently. much pleasant amenity on all sides, both from disinclined to see Klerksdorp and Fourteen | He is an inveterate smoker, his average being official and unofficial classes of Chinese. The Streams connected, since much of the Cape not less than twenty cigars a day. city merchants on Monday last in their guild- traffic running from Johannesburg to the gave a great banquet to the Conneil and Orange River Colony would be captured his favourite historical character Napoleon. by the Cape railway. Rhodesia would dis-During the whole of the week the incoming approve of the extension of the Pietersburg Chinese officials have been visiting the various | line to Tuli and Salisbury, as it might lose a great bureaus and offices of the T.P.G. and looking | part of the through traffic north of Mafeking. closely into existing arrangements. They have | The Transvaul, possessing a great gold industry, been generous in expressing their appreciation | might divert all through traffic to Delagon of the arrangements made for the sick poor Bay, Natal, or the Cape, as it pleased. It might (under Dr. Mesny), the beggar population, the at any time be in the interests of the Transval prisoners, &c., and in not a few cases have | colony to adopt any of these courses. This would expressed their wishes to be able to continue | result in an outery throughout South Africa. Yet, as long as the four great railway systems The latest advices from the three Eastern remain distinct and rivals, such a course is provinces state that cholera is raging severely always possible. It is understood that Rho desia in Manchuria. The Russians in their districts is quite agreeable to amalgamation, that the are trying to enforce sanifary precautions and | Central railways are not averse, and that the treatment, with very much the same result as | Cape is undecided. Natal appears to be against we had here in Tientsin, the creation of a greater | the proposal, but a modus vicendi which would hang of 50 feet forward and 70 feet aft, and scare than they wish to obviate, and the utter | result in amalgamation within the very near confusion of the labour market. Harbin, the future is one of the crying necessities of South

#### MARK TWAIN AND HIS CAREER.

Mr. W. B. Northrop writes a graphic sketch. of "A Day with Mark Twain" in Cassell's for, July. He tells the earlier story of the famous humorist Samuel L. Clemens, to give him his legal name, was born in Missouri in 1835. When he was three years old his father, on moving to a new home at Hannibal, actually forgot the little fellow and left him behind making mud-pies in the garden. Another relative discovered the small boy two hours later and rode on with him to the family caravan on trek. The boy was delicate and not forced to school or work. He was also a somnambulist. He was almost drowned nine

times before he was fifteen. JOURNALIST AND JOKER, ETC.

When he was twelve his father died and Sam had to go to work in his brother's office, who was then running a country newspaper. He developed a turn for practical joking. Once he sent the office-boy to every shop in Hannibal asking for "a round square." From printer's We have good reason for stating that a tele- boy he rose to be editor for one short famous When fifteen he ran "off to Philadelphia" and worked as printer on the Ledger Then for soven years he served as pilot on the Mississippi river, and learned every point on a stretch of 1,375 miles.

> WHY "MARK TWAIN." In the War he served for five weeks in the Southern Army, then went as secretary to the

Lieutenant-Governor of Nevada :-Mark Twain made the journey across the American continent in a waggon. It was this trip which subsequently supplied him with the material for "Roughing It." While in Nevada young Clements began writing for the Territorial Enterprise, a paper published at Virginia City. He wrote in those days under the nom-deplume of "Josh." afterwards changing this name to " Mark Twaia." This nom-de-plume was derived from an expression used on the Mississippi river by pilots when taking soundings. They say, "By the mark, four; by the mark, twain-she shoals," etc., etc., meaning that "by the mark" on the lead line the water is either four, or two, fathoms deep, and that the vessel may shoal. "Mark twain baing an odd expression, and an euphonious one, the author adopted it for his literary work, and has made it

famons. After a mining venture he was for two years local editor of the Enterprise. When twentynine he went as reporter to the Call in San Francisco. Then he went for the Union to the Sandwich Islands, and began lecturing by a description of his tour. In 1867 he was sent by another Californian journal to "conduct." a tour over Europe.

THE INNOCENTS ABEO.D.

This was the origin of his 'Innoceata Abroad," which was written in his thirtyfourth year, and produced in sixty days! Its circulation has scarcely fallen short of 1,000,000

A WIFE AND A FORTUNE.

He married in 1870, and his father-in-law gave him a fine residence and a third interest in a lucrative journal, the Buffalo Express. In 1884 he founded the publishing firm Webster and Co., supplying two-birds the capital. He became thereby a millionaire. and lived accordingly.

AN HONEST BANKRUPT.

But in 1894 the firm failed, and the humorist undertook to pay its debta: Mest men would have had the firm liquidated and been satisfied with the legal ellotment to the creditors Few writers at Mr. Clemens age would have assumed such vast responsibilities. He literally morgaged his brain to pay debta which he might have avoided. He paid all claims in two years, but it left him under the necessity of practically starting again in life.

HIS "LAIR." Mr. Northrop found him in his "lair"

northern part of New York State :tage within a few feet of the southern edge of Lake Saranuc, one of the prettiest pieces of water of the Lawson was laid in the Fore River in America. ... With the exception of an shippard. She is owned by a syndicate headed by

HIS SANCTUM AND ITS OUTPUT. It is in this little tent, shut off from even the chance interruption which he might have to endure at home with his family, that Mark Twain produces all his work. He writes on an average eighteen hundred words a day. At times, however, he will turn out twenty-five hundred or three thousand words, but this is exceptional. All his writing is done with a pen-he cannot tolerate a typewriter.

Promptly at ten o'clock each morning he makes his way to his tent and begins his day's work: He practically keeps office hours. Day in, day out, rain or shine, he produces for the publishers just so many words. Neither rest nor amusement is permitted to lure bim from his allotted task. . . . . After working from four to seven hour, he spends the remainder of the day quietly "loating" about his place.

HIS FAVOURITE PURSUITS. When at his winter home in Hartford he sets aside one day in the week for receiving his billiards, and is considered an expert " cue." A

Mark Twain's favourite poet is Browning: Mr. Northrop remarks on the sadness of the great humorist's face when in repose.

THE FIRST SEVEN-MASTER.

The Camden Herald of Camden, Maine,

The Laurega is the first steel schooner built in this country, the first craft ever constructed with seven maste, and the largest sailing vessel affoat. She was sent into the water with her steel lower masts stepped and partially rigged, which made the mere mechanical performance of launching her somewhat unusual. The hull rested on a cradle 28 feet long, leaving an overthe ground-ways, two feet wide and a foot thick, extended about 300 feet astern on a foundation of piles. The cradle was carefully fitted to the Laucion's hull beforehand and then removed so that the ways could be smeared with "launching grease" the night before. The vessel was held ready for launching by bolting the forward ends of the sliding-ways, which had been partially cut away, to the ground-ways, and was released by sawing through the remaining

When she went overboard, the Lawson was in charge of Captain Arthur L. Crowley, who has given up command of the six-master, George W. Wells, to become her master. Bringing her to a stardstill by means of tugs. as is frequently done in launchings in this country, was out of the question on account of the impetus given by her great size and weight, so Captain Crowley adopted the method generally used abroad, and stopped her by means of one of her enormous anchors. She was towed at once to the end of the Fore river dock, where her topmasts will be stepped and her sails bent. Her fitting out is expected to take a month and then she will start from Boston with her first cargo, probably for Philadelphia, Baltimore and Newport News.

The Thomas W. Lawson measures 403 feet overall, but her steel spike bowsprit is 85 feet long and from its tip to the end of the aftermust beem is nearly 500 feet. On the water line her length is 368 feet, while her beam measurement is 50 feet, her depth 34 feet, 5 inches, and her loaded draft 264 feet. When launched she drew about ten feet of water. These dimensions give the seven-master a cargo capacity of about 9,100 tons and a displacement. when fully loaded, of about 11,000 tons. From the masts, which are to be 155 feet high above deck, will be stretched 43,000 square feet of canvas. The lower masts are steel cylinders 135 feet long and 32 inches in diameter, each

weighing 17 tons bare and nearly 20 tons when

rigged. The topmasts are Oregon pine spurs To manage this enormous rigging, the Laicson is provided with six steam engines, one in the forward deck-house of 40 horse-power to work the capstan and hoist the two 10,000 pound stockless anchors; one of 25 horse-power in the after deck-house, and four others of 25 horse-power ranged along the deck in the open air, so placed that they can serve the six hatchways when the schooner is in port as, well as hoist and lower her sails when she is at sea. Steam is supplied by two boilers set in the deck-houses, the after boiler, besides taking care of its share of the hoisting machinery, being connected with the steam steering-gear which will be used to guide the ve-sel in difficult channels or in very heavy weather. The pumps, placed in a well that gives direct opening from the deck to the inside of the double bettom, will also be worked by steam. A siren whistle and steam coils for heating the cabin are also provided and the forward boiler supplies power for an electric dynamo that will produce all the vessel's lights. Instead of the old-fashioned light-boxes for holding her regular coloured signals, she will have "lighthouses," such as have never before been put on a schooner. There is also to be a telephone

system for carrying orders over her great length. With this novel equipment, the whole coustruction of the Lawton is unusual for a merchantman. Net only i, she built of stee!even her decks are steel plates, the upper deck being overlaid with wood and caulked, as ou a wooden vessel-but she has a double bottom four feet deep, divided by collision bulk-heads into four compartments, so that the outer plating might by torn open over half her length along her keel without her sinking. When she goes light-laden, 1,200 tons of water barlast can be carried in the double bottom if it is desirable. Over 2,000; tons of open hearth a eel have been used in the construction of the seven-master's hull, which is plated on the "m and out joggle" system-that is to say, the edges of the plates are bent so as to lap-over each other and make an absolutely tight joint without the use of any metal lining, such as was formerly put between the outer hull and the ribs of a steel ship. There are four deck-houses. also of steel, which are fitted up as galley, engine room, main cabin and wheelhouse, while the quarters for the crew will be in the forecastle. One of the economies which has been worked in the Lawson is that of crew expense. The equipment of engines reduces the number of men necessary for handling this biggest of Politock, Esq., K.C. among the Adirondeck Mountains in the sailing vessels to 16, including the master, engineers and the cook, whereas a square rigger The great humourist lives in a little rustic cot. of the same size would require at least 35 men. It was just about eight months since the keel

are bound to remain in abeyance until some sort occasional canceing trip on the lake with his Captain John G. Crowley, who was the managfamily, Mr. Clemans soldom stirs from the ing owner of the the first of the big five-masters and Natal, the two great railway rivals for the precincts of his home. He is in the mountains and of the first air master, and will cost, comcarrying trade of Johannesburg, and the majority mainly for work and pays no visits to his plete, about a quarter of a million. After she of the Transvaslinhabitants, who regard Delagon neighbours. He selected "The Lair" because goes into commission she will be used in the Bay as the natural port of the country. At the if was far removed from other habitations, and cost-wise coal carrying trade and it is expected present moment both colonies are straining every more or less inaccessible to the inquiring that later she may be sent to the Philippines. She comes up in all repects to the requirements. MACNIVER & CAMERON, Ltd., Waverley Work, trade. The Cape suffers under the disability of To the north of his house, somewhat nearer of Class A I Bureau Veritas and American

#### EASTMAN'S KODAKS. FILMS.

ACCESSORIES

#### DEVELOPING AND PRINTING UNDERTAKEN GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS. AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE 17A. QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

#### FROM MAKER TO USER.

We beg to inform you that we have established a Retail Stere for the sale of the

#### LATEST IMPROVED SINGER SEWING MACHINES

AT NO 3A, WYNDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN REE OF CHARGE.

Machines will be sold for Cash or on Monthly Payments, and we will take your. OLD MACHINE in part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to

A full supply of Needles and Oil always on hand at low prices. Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES. MADE IN GERMANY,

#### THE SINGER MANUFACTURING CO.

(OFFICES IN EVERY CITY IN THE WORLD.)

Hongkong, 22nd July, 1902.

THE FAMOUS

TOKYO.

LIGHT.

PALATABLE.

BLACK BEER.

SOLE AGENTS

12, QUEEN'S ROAD.

HONGKONG SUBSCRIPTION LIBRARY.

18, BANK BUILDINGS, WYNDHAM STREET, MOUNDED in 1891 by Dr. CANTLIE, and conducted for several years by H. E. Crustees-Hon J. H. STEWART-LOCKHART C.M.G., G. B. DODWELL, Esq., R. SHEWAN

Esq. Subscriptions payable in advance : \$7.50 .... per half year;

or \$1.40 ..... per month. The Library contains, in addition to fiction a number of standard works of Biography History, Travels, &c., and works of Reference and it is hoped to maintain it up to date. Intending Subscribers are requested to

apply to-CAPTAIN SPENCER, Hon. Secretary & Treasurer, Ordgance Office.

Hongkong, 1st January, 1902.

COMMERCIAL UNION ASSURANCE

COMPANY, LIMITED. SALVAGE OF CARGO EX

S.S. " KIANGSI."

NTOTICE IS HEREBY GIVEN that Claims against the Salvage of the Cargo of the above steamer wrecked off Namoa Island must be sent in to the undersigned on or before SATURDAY, 30th instant, after which date a distribution of proceeds will be

W. A. SIMS, Commercial Union Assurance Co., Ld., Hongkong Branch. Hougkong, 22nd August, 1902.

DENTAL SURGEON. No. 39, QUEEN'S ROAD CENTRAL.

Office Hours-9 A.M. 10 5 P.M. Hongkong, 19th March, 1902. MIEN TING.

SURGEON DENTIST No. 10. D'AGUILAR STREET.

TERMS VERY MODERATE Consultation Free. Hongkong, 23rd September, 1891. NOW ON SALE.

CHRONICLE AND TRECTORY CHINA, JAPAN, COREA, INDO-CHINA. SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHER-LANDS INDIA. PHILIP-PINES, BORNEO, &c., WITH WHICH ARBINO BPORATED THE CHINA DERECTORY THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

1902. THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIP-TION, carefully revised each year, most of which will serve as accumte Guides FOR THE Tourist, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing

Port, would alone suffice to fill a large volume. The CHRONICLE and DIRECTORY, al. though printed insmaller type than formerly and condensed in every possible manner, con

statistics of the TRADE of each Country and

tains every year more pages. Royal Octavo-Complete with Fourteen Mans and Plans, pp. 1,574, 89.00. Directory only pp. 1,172, \$5,00.

NOTICE. Communication's respecting Advertisements, Bubcriptions, Printing, Binding, &c., should be addressed DATET PIECES only, and special business matters THE MANAGE &. Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on Lay of publication. After that hour the supply is limited. Only supplied for

Telegraphic Address; PRESS, Codes: A.B.C., 5th Ed P.O. Hoz, 33. Telephone No. 12.

#### NEW ADVERTISEMENTS NOTICE

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd September, 1833, of the Five Shares Nos. 8986/8990 in this Company, standing in the name of MR. TANG A LUK, of Hongkong, has been LOST, and if at the expiration of One Month from the dute hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 25th August, 1902. GEO. L. TOMLIN.

#### PUBLIC AUCTION.

THE Undersigned have received instructions from A. REID, Esq., to Seil by Public

WEDNESDAY, the 27th August, 1902, at 2.30 P.M., at No. 2. VICTORIA VIEW, Kowloon. THE WHOLE OF HIS

HOUSEHOLD FURNITURE, Comprising :-TEAK WOOD SIDEBOARD, DINNER WAGGON. BOOKCASE, EXTENSION DINING TABLE, COUCH and CHAIRS in LEATHER and in FANCY-UPHOLSTERY, CARPETS, MATS and MATTING. CURTAINS and CURTAIN POLES with BRASS KINGS, WARDROBES,

WASHSTANDS, TOILET TABLES, BEDSTEADS, NAPERY and CUTLERY. PLANTS, &c., &c. Catalogues will be issued. TERMS. - As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 25th August, 1902.

#### IN THE SUPREME COURT OF HONGKONG.

COMPANIES (WINDING UP).

IN THE MATTER OF THE WA HING SILVER MINING COMPANY LIMITED,

IN THE MATTER OF THE COM PANIES OADINANCES 1865 to

TOTICE IS HEREBY GIVEN that the adjourned meeting of the Creditors of the above named Company will be held at the new Offices of the Imperial Bank of China at Victoria in the Colony of Hongkong on WEDNESDAY, the 27th day of August. 1902, at 12 o'clock Noon, at which time and place all Creditors are requested to attend. Dated the Sith July, 1902. A. R. LOWE, C.A.,

Provisional Liquidator. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. FITHE Company's Steamship

"HAICHING." Captain Hodgins, will be despatched for the above ports TO MORROW, the 26th inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 25th August, 1902. BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND .

SHANGHAI. THE above Steamer having arrived, Consigness of Cargo are hereby requested to. send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in

any case whatever. DODWELL & CO., LTD.,

Agents. Mongkong, 23rd August, 1902.

THE HONGKONG WEEKLY PRESS is now ready and contains :-Leading Articles :-

The Concert of the Powers in China. Hongkong and Whampoa Dock Co. Opium Taxation. A Plague Experiment in the Punjab. Anglo Russian Relations.

The Commercial Negotiations. Hongkong Sanitary Board. Hongkong General Chamber of Commerce The Health of Hongkong. Mishap on the Peak Tramway.

"Chinese Carpentérs' Strike. Piracy by Beachcombers in Shanghai. The Late Mr. Alexander Michie. A Criticism of Hougkong Buildings.

Canton. Pakhoi. Vladivostock. The Trouble in Northern Siam.

Foochow. Northern Notes. Correspondence. Hongkong and Shanghai Banking Corpora

Hougkong and Whampoa Dock Co., Ld. Olivers Freehold Mines, Ld.

Queen Mines, Ld. The Hongkong Hotel Co., Ld. Supreme Court.

The Wreck of the Adelheid Water Return. Hongkong and Port News. Subscription, \$12 per Annum, payable in

advance; postage, \$2. Estra copies 30 cents each, Cash. Copies can be posted from the Office to inddresses sent; including postage 34 cents each or \$1 for three copies, Cash. Hongkong, 23rd August, 1902.

ADVERTISEMENTS HONGKONG JOCKEY CLUB.

THE EMBERS who are desirous of subscribing for China Penies for forthcoming Meeting and who have not already sent their

undersigned. A. S. ANTON, Acting Clerk of Course. Hongkong, 25th August, 1902.

HAMBURG-AMERIKA LINIE. FOR SHANGHAL.

(Taking Cargo at through rates to TSINGTAU, CHINKIANG and HANKOW.) MILE Steamship

"LOONG MOON." Captain Schulz, will be despatched for the above port TO.DAY, the 25th inst., at 4 P.M. This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSSEN & CO.,

Hongkong, 25th August, 1902.

PUBLIC AUCTION.

THILE Undersigned have received instructions to Sell by Public Auction,

FRIDAY. the 29th August, 1902, at 5.30 P.M. Sharp, on the Polo GROUND at CAUSHWAY BAY, The f II wi g. PONIES, the property of Major WARREN, R.A. "BRUMBIE," Bay Waler Gelding 14.14. Winner of the Nil Desperandum Stakes at the last Ruce Meeting. "SHOJI." Cream Waler Mars 14.14.

Winner of the Morrison Hill Cup, " off Day' Races, 1902. "KANG 'ROO," Winner of Races;

One BROWN MARE 14.14, 6 years old sound and only lately imported from Australia. TERMS :- As naual. HUGHES & HOUGH, Auctioneers.

Hongkong, 25th August, 1902. CLUB. HONGKONG JOCKEY

PROGRAMME FOR THE 1903 MEETING. FIRST DAY.

. Wong Nei Cheong Stakes, Five Fullougs, Hongkong Waters. 2. Valley Stakes. 2 Mile, Chin's Griffins. 3. Maiden Stakes. 2 Mile. Waler Griffias. 4. Victoria Stakes, One Mile, China Ponies. 5. Fooshow Cup. 2-mile post once round and in, Open Walers.

6. Derby, One and a half Miles, Waler Grifflus. 7. Lucitano Cup, On . Mile, China Griffin . 8. Club Cup, One and a half Miles, China 9. Encouragement Stakes, One Mile, Waler

Griffins. 10. Chiness Club Cup, Once round, China

SECOND DAY. Flyaway Stakes, Seven Furlongs, Waler 2. Exchange Plate, 4 Mile, China Ponies

Ope i Walers. 4. German Cup, One Mile and a quarter, China Griffins. . Great, Southern Stakes, 2-mile post once round and in China Ponies. 8. Navy Cup, One and a quarter Mile,

Hongkong Walers. 9. Hongkong Stakes, One Mile and a half, China Griffias. 10. Tal Yenk Fong Cup. Ones round, China Ponies.

THIRD DAY. Spring Stakes, 2-mile post once round and in. China Griffins. 2. Grand Stand Stakes. One Mile. Waler

3. Challenge Cup, One Mile and three quarters, China Poules. 4. Ludies Purse, One Mile, Hongkong Walers 5. Blake Challenge Cup, One Mile, China

. Griffias 6. The Parsee Cup, One Mile, China Ponies. 7. Phaeton Stakes, 2 Mile, Waler Griffins. 8. Champions, One Mile and a quarter, China Ponies. 9. Water Champions, One Mile and a quarter,

Open Walers. 10. Nil Desperandum Stakes, | Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Members and Griffins as may be determined by the Stewards hereafter. "HONGKONG WALERS" means all

Walers imported into Hongkong in any year as "Subscriptions" or "Derby Griffias. WALER GRIFFINS "means all Walers imported into Hongkong in 1902 as "Subscrip-

tion Griffins." imported into Hongkong in any year as I respectfully inform the public that they "Subscription" or "Dorby Griffins"; Waters | are now preparing to supply all kinds of Bread, not exceeding 15 hands I inch first raced in | Cakes, Fancy Biscuits, &c., to their customers Shanghai as " Subscription Gridins," and all both in Hongkong and Kowloon. Our Bread is Walers imported into Hongkong before August | made of Gorman yeast and best flour, and is the 1st, 1902, not exceeding 15 hands 1 inch in best Bread that has ever been made in this

"CHINA GRIFFINS" means all China Ponies imported into Hongkong in 1902 as, "Subscription Griffins." Ponies not exceeding 14 hands 2 inches in

beight. By Order of the Stewards, A. B. ANTON.

Acting Clerk of the Course. Hongkong, 23rd August, 1902.

RACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stal! at Hong koug Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards .-Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp-Albums, Lonses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or lat class reference.

PORTLAND CEMENT J. B. WHITE & BROS.

Sole Agents for Hongkong,-ALEX. ROSS & CO. Bangkong, 1st July, 1902.

PUBLIC COMPANIES HONGKONG HOTEL COMPANY, LIMITED.

THE ORDINARY HALF-YEARLY names in, will please communicate with the MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on WEDNESDAY, the 27th AUGUST, 1902 at Noon, for the purpose of Receiving e Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive. By Order of the Board,

> C. MOONEY. Secretary, Hongkong, 16th August, 1902 EDWARDS, PIRY & CO., LTD.

> > ' NOTICE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above Company will be held at the OFFICES of the Company, No. 1, Duddell Street, at 4 P.M., on-WEDNESDAY, the 27th August, 1902. EDWARDS, PIRY & CO., LTD. T. EDWARDS,

Manager. Hongkong, 21st August, 1902. CAMPBELL, MOORE & COMPANY. LIMITED.

NOTICE TO SHAREHOLDERS.

FYTHE SIXTEENTH ORDINARY ANNUAL MEETING of SHARE. HOLDERS in the above Company will be held in the COMPANY'S OFFICE, No. 29, Queen's Road Central, at 4 P.M., on TUES DAY, the 9th SECTEMBER, 1902, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1991.

The TRANSFER BCOKS of the Company will be CLOSED from the 26th August to the 9th September, both days inclusive. By Order of the Board of Directors, M. A. A. SOUZA,

Secretary. Hongkong, 22nd August, 1902. THE HONGKONG AND KOLLJUN WHARF AND GODOWN COMPANY,

LIMITED. NOTICE TO SHAREHOLDERS.

NINTERIM DIVLOEND at the Late of 4 par Cent. (I'wo Dollars per Share), for the Six Months ending 30 h June, 1902; will be paid to those Persons who are Registeres as Shareholders in the above Con pany on the 30th August, 1902. The TRANSFER BOOKS of the Company

wil be CLOSED from the 27th to the 30th instant, both days incusive: EDWARD OSBORNE,

Hongkong, 21st August, 1902. THE PUNJOM MINING COMPANY, LIMITED. .

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above named Company held on the 18th day 3. Professional Cup, One and a half Miles, of August, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be, and they were duly 5, Garrison Cup, Que Mile, Waler Griffins. FORFEITED in Accordance with Article One Mile. China Griffins. No. 28 of the Articles of Association of the

said Company. Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 8th day of July to the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES. 2559/2583 4233/4234 12273/12297 19084/10283 21433/21447 12097/12706 35592/35691 22100/22121 25849/25948 38154/38163 - 38269/38272 36142/36166 55391/55490 49368/49392 55291/55340 57502/57526

W. KERFOOT HUGHES, Acting Secretary. Hougkoug, 20th August, 1902.

NOW READY.

FRENCH IN TONKIN SOUTH CHINA. AND

> ALFRED CUNNINGHAM. Price, \$3.

1 MAP; 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS AND "DAILY PRESS" OFFICE. Hongkong, 22nd August, 1902

EUROPEAN BAKERY CO.,

142, PRAYA EAST, HONGRONG; 35, Elgin Road, Kowloon.

"OPEN WALERS" means all Walers | THEEUROPEANBAKERYCOMPANY

no equal. The work is under European supervision, and people can be insured to have wholesome and "CHINA PONIES" means all China well baked Bread as they had at home. All our Bread will be stamped EBC

Sample free on application to the above

Price .... Seven Cents per Pound. Hougkong, 19th August, 1902. C. E. WARREN & CO., BUILDING CONTRACTORS, 50, DES VEUX ROAD CENTRAL.

A LL Kinds of SANITARY APPLI-ANCES and DRAINAGE ACCES-SORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [118] THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON POR-

TRAIT PAINTER, ETc. DHOTOGRAPHY in all its Branches." Groups and Interiors a Speciality. Large Selection of Views TOP STORIES, 41 & 43, QUESN'S ROAD CENTRAL, Hongkong Hongkong, 22nd April, 1902.

TO TET

TO BE LET. ODOWN No., 1 (GROUND and TOP FLOORS), Praya East. Storing capacity about 3,500 tons.

Apply to-MOK MAN CHEUNG, Compradore Dept., BUITCHFIELD & SWIRE. Hongkong, 2nd August, 1902.

TO BE LET. TOS. 5, 18, 19, and 20, BELILIOS

TERRACE:

No. 15 MOSQUE JUNCTION: "THE EYRIE," Peak, FURNISHED. For Particulars, apply to-TURNER & CO. Hongkong, 23rd August, 1902.

TO LET. ARGE and AIRY ROOM (FURNISHED). in Central part of Town. Apply to-

Care of Daily Press Office. Hongkong, 20th August, 1902. TO LET.

TO. 3, QUEEN'S GARDENS. Apply to-G. C. ANDERSON, 4. Pedder Street (Ground Floor). Hongkong, 13th March, 1902.

> TO LET. IN FLATS COMPLETE.

NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hitl. .It has a splendid view, and enjoys the full benefit of the south-west monsoon. For Particulars apply to-

W. LYSAUGHT. 151, Wanchai Road. Hongkong, 2nd June, 1902. TO LET.

N LARGE AIRY BEDROOM at Higher Level, with Board, suitable for a Married Couple or Young Gentleman. Apply by letter to-BOX 25,

Care of Daily Press Office. Hongkong, 18th August, 1902. TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL. Apply to-G. GIRAULT. Hougkong, 3rd January, 19 2.

TO LET. NTO. 3, "MAGDALEN TERRACE," MAGAZINE GAP. Apply to-

SPANISH PROCURATION. Hongkong, 1st April, 1902. TO LET-KOWLOON.

TIWO FRONT ROOMS to let, furnished either separately or together. Apply to-Care of Daily Press Office.

Hongkong, 19th August, 1902. TO LET. TOUSE No. 13, GAGE STREET. Six Rooms.

Apply to-E. A. DE CARVALHO. C. F. DE CARVALHO. Hongkong, 2nd May, 1902.

TO LET. NTO. 11, MACDONNELL ROAD. THE RETREAT, MOUNT KELLETT.

HOUSES in CLIFTON GARDENS, Conduit HOUSES at CAUSEWAY BAY, facing the Pelo Ground. GODOWNS at BLUE BUILDINGS. GODOWNS at Bownington (PEATA

EAST);

Apply to-THE HONGKONG LAND . VEST MENT & AGENCY CO., LD. Hongkong, 13th June, 1902. TO BE LET.

66 DISNEE VILLA." PORFULUM. Immediate Possession. Apply to-LINSTEAD & DAVIS. Hongkong, 24th March, 1902; "TANG YUEN,"

MACDONNELL ROAD. BOARD AND RESIDENCE. IRY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour.

Apply at the House or at FAIRALL & CO., Queen's Road. BOARD AND RESIDENCE.

RS. GILLANDERS "GLENWOOD," 21, CAINE ROAD. Hongkong, 4th April, 1902.

Colony. Its beautiful taste and smell has BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill

Hongkong, 1st January, 1892. R. J. REMEDIOS. FOREIGN AND COLONIAL STAMP DEALER, No. 39, WYNDHAM STREET, HONGRONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-

Is also prepared to purchase used Postage Slamps in Large or Small Quantities for Cash AGEN'S WANTED. 15 to 25 per cent. Discount Allowed. 11559 CARTRIDGES! CARTRIDGES!

TUST LANDED a NEW STOCK OF ELEY'S and KYNOCH'S SPORT-ING CARTRIDGES and NEWCASTLE DEUTSCHE BANK (BERLIN), LONDON AGENCY CHILLED SHOT. 20 BORE CARTRILGHS

WAL SCHMIDIA CO., Consmithe. Hongkong, 3rd January, 1901.

RANKS

THE VOKOHAMA SPECIE BANK LIMITED.

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Manager.

GEO. W. F. PLAYFAIR. Interest for 12 Months Fixed ..... 5% Hongkong, 23rd March 1899.

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115 | Hongkong, 12th December, 1901.

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On Fixed Deposits for 12 months 4 per cent. T. P. COCHEANE, Acting Manager. Hongkong, 4th June, 1992,

INTEREST allowed on Current Account at

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I: AUTHORISED CAPITAL 23,000,000 0 0 SUBSCRIBED CAPITAL ... 2,759,000 0 ( PAID-UP CAPITAL 687,500 0 Fire Funds...... 2,695,548 5 2

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THE ANGLO-EGYPTIAN SUDAN.

Renter's representative had an interview last month with Major-General Sir Rudolf the extension of our national trade as "comvon Slatin, who just before leaving Khartoum mercial war." I protest against this theory completed an interesting journey through that commerce, which is the herald of progress, the western portion of the Bahr-el-Ghazal the mistress of the arts, the handmaiden of us far as Delgona and Dar Zobeir. At civilisation, is to be thought of as merely a way Fashoda he met the Sirdar and travelled against our rivals. It is a false and a low idea. with him to Lade, Kire, and Gondokore, It degrades commerce to the point of view of In reply to questions, Sir Rudolf said :- the horse jockey, who considers no trade regular "Generally speaking, the Angle-Egyptian in which each side is not trying to cheat the Sudan is trauquil. There never has been other, and in which at least one does not succeed any truth in the reports that the Suttan of in the efforts. This Chamber well knows-no Darfur has had differences with the Govern- great merchants ever fuil to understand-that ment or has threatened to send a mission to that trade is the best and most permanent in Agents for the Phonix Fire Office. Sultan. Only lately he paid his tribute to the colossal trade between these two ports of ours. Government at Khartoum and sent letters show- in which you have borne so large a part, and on ing his lovelty. He has always complied with | which both Liverpool and New York have grown the orders of the Government, and the reports | rich and great. Such, I-venture to think, but to the contrary no doubt arose from the fact in far larger measure, will be that trade which that the Sultan had some trouble with his is surely to be the new feature of twentieth own people, against whom he had to send an century commerce, the trade of the Farther expedition. Kordofun is quiet and is develop- | East on the Pacific. We shall be rivals for it. ing very rapidly. Colonel Mahon recently no doubt; but rivals in no more hostile sense consluded a very interesting journey throngs than are neighbouring merchants of Liverpool SOLE PROPRIETORS of the Famous Milke, Tagawa; Yamano and Ida Coal Mines; and the province, visiting the tribes in the south, in their competition for the trade of New York, and establishing Government rosts. The only or neighbouring merchants of New York in recent trouble in the Sudan was in connection | their competition for the trade of the West. with the murder by the Agur Dinkas of Captain Scott Barbour, but this was an incident which was closed with the punishment of the offenders.'

With regard to the Senussi movement Sir Rudolf said : - "The influence of the Senussi in | Recent extensions of the campaign against the Anglo-Egyptian Sudin is very small, as the | the mosquito justify a prediction made by Dr. greater portion of the inhabitants belong to L. O. Howard, the well-known American other sects. The Senussi has never declared cutomologist, that the interest the subject has bimself a Mahdi, but at the same time is regard. excited is not a temperary one, but "the begined by the Mahomedans as a holy man by resson | ning of a great and intelligent crusade." The of his descent and his rigid adherence to the valuable experiments made in the Roman Camprinciples of his religion. Personally he is a pages, the excellent results obtained in Sierra peaceful man whose only suriety is that Leone and Lagos, and the decision to fight Moslems should lead a strict life. There is the unopieles at Ismailia, to say nothing of nothing to induce the belief that he will cause | what is being done in Ludia, shows that the trouble to the Gevernment."

Statin remarked :- "Communication between United States the war is being waged with the the Sudan and Uganda is steadily improving, characteristic energy of the Americans. for the sudd has been removed, and the water. Medical Boards in many places have way is open the whole year. A regular service granted foulls towards the work of exter-Kennisso, where passengers and freight are carry out the draining of large tracts of transhipped to another steamer running to the marshy land forming breeding-places for the Uganda frontier. Since the opening of the dangerous insects. A typical case of American Bahr-el-Ghazal through Colonel Sparkes the methods is cited by Mr. Henry Clay Government has been engaged in opening the Weeks, in the Ce tury Magazine. Center Djur River, which will allow steamers to run Island, in Oyster Bay Harbour, Long between Khartoum and the headquarters station I slend, was not long ago a mesquito of the Province at Wan, and obviate a long land paradise. Not only was it connected with a transport journey of 120 miles. The Cape to famous breeding-region by a narrow strip of Cairo Railway in my opinion will be quite land, but the Island itself contained a large Sole Agents for the Far East—useless, and it will only be a waste of sodden marsh and many marsh-holes and pools. money to continue the railway south of which in the season were affive with larvoe Khartoum. Of course I recognise the To drive along the march was a perilous undernecessity for a line of communication taking for man and beast, and the wealthy from north to south in order that pro- residents who had built houses on the higher duce may be despatched in either direction, ground, were mustle to enjoy their piazzus and for this unmose our steamer service must, and lawns in comfort. The largest owners THEODORO be improved with the Uganda posts and beyond, determined to clear the Island of the From Khartonm to Uganda a railway is pract pest, and they did so on a truly American tically impossible without the expenditure of scale. Expense was no consideration. Scienimmense capital, and, in any-case, during the tists were called in to discover every rains there would be so many interruptions breeding place, engineers were engaged to plan that a line would be practically useless. As the thorough draining of the land. For several you have a waterway in this direction and a months the work went on. Marsh-holes and river navigable the whole year, it would seem | ponds were covered with a film of fuel petroa waste of time and money to build a railway leum to destroy the mosquitoes in the larvee which could never be relied upon. What is and papal stages, when air is required for necessary for the development of the Sudan breathing, whilst an elaborate scheme of drainis a railway from Berber to Snakin, not merely | ing and ditching eventually removed everyfor the purpose of carrying export and import piece of water in which the anopheles formerly goods, but for the purpose of supplying us with bred. The island was an exceptionally difficult fuel. The general construction of railways in place for such extermination work, but the the Sudan will, for the moment, be too costly; experiment was an undoubted success. It is now an undertaking, but the nature of the country possible to walk over the marsh again and again lends itself to the introduction of motor-cars. without seeing a mosquito, and the residents are In the southern part of the Sudan the surface able to enjoy their gardens and versudahs. In is quite sufficient for this purpose, aithough | America the object lesson of Center Island must some work in the pature of road-cutting would | hasten forward the offensive movement against be necessary. I advocate the establishment of the mosquite, and the plain narrative of the a regular service of heavy freight-carrying methods adopted, and the result obtained.

AN AMERICAN VIEW OF THE SHIPPING COMBINE.

Mr. Whitelaw Reid, the special representative of the United States at the Coronation, speaking at the American Chamber of Commerce banquet at Liverpool last month, referred a length to the effect of the shipping, combine on British trade. After an appraciative reference to the development of Liverpool's commerce, Mr. Reid said :-- If you have thus sustained the threatened dangers of the recent past, you can surely face now with equanimity the terrors of Mr. Pierpont Morgan. It is not for me to peak for that most capable man, for the great masses of capital he directs, and the great enterprises, largely American, which he represeuts. Still less would I think of venturing an opinion, here and how, as to the wisdom or unwisdom of the large combinations he is organising, their desirability for investors, their safety for the business world, or their effect either on putional interests or international relations. But, as a mere onlooker, I venture to suggest that the apprehensions aroused by the recent changes in shipping with which his name has been indentified appear somewhat exaggerated. In no case does your power to secure at will for your paval service as many cruisers as ever seem to be in the least imperilled. If built in your shipyards they are forbidden to pass under our flag by a law almost as old as o r history and almost as hard to change as our Constitution. If you accept what you think the gloomiest view as to the future control of the Atlantic carrying trade, it does not follow that New York would use that control to weaken the port most important to it. Even monopolies are not supposed to thrive by damaging their best customers. Besides, the monopoly in this case is funciful

-it does not and cannot exist. Nature abhors a vacuum, and just so, organised society abhors all the forces of civilisation-against the other. None has been created in this business, I think none is desired, and I know none can be long successful.

But is it necessarily a together d'sadvantageous to the trade of this great port to have at least some certainty as to its business, some knowledge of what it can count on six months in advance? Surely nothing can come nearer reducing legitimate trade to gambling than such features of the old system as violent fluctuations in freights with cut-throat rates at a time of hungry competition, followed with efforts to recoup later, by sudden combinations on an excessive advance. When a company of men, no malter who, invest an aggregation of capital so enormous, in materials as perishable, while all the forces of trade tend to encourage the growth of rivals, the very law of such a company's being is steady and conservative Messrs. W. Brewer & Co., Hongkong and management together with that fair-minded liberality which is the necessary offspring of en- Messrs. A. S. WATSON & Co., Amoy; lightened selfishness. Consider besides the advantages to a nation sometimes said to be isolated and certainly not always loved of a great neutral fleet, in which its food might be borne

in safety in spite of any possible enemy. 'Lhese are certainly rifts in the cloud, unyway! Men sometimes talk of our several efforts for

THE CAMPAIGN AGAINST THE MOSQUITO.

old world is alive to the advantage of making On the question of communications, Sir R. von | use of recently acquired knowledge. In the steamers runs between Khartoum and minution, and engineers have been instructed to motors between El Obeid and the White Nile should convince even the most sceptical and and between the Sengar Province and the strongthen the hands of those who are aiming at the introduction of similar schemes in other parts of the world. " By dint of constant driving," wrote Major Ronald Ross some time ago, "I think we are getting this country (England) to do something at last." In India. too, there is much need for constant driving in order that the example of Center Island, Havanua, and other parts may be followed

with more energy -- Times of India.

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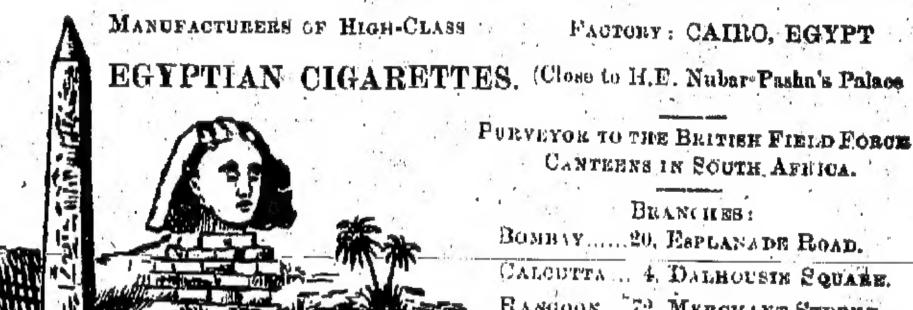
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KELLY & WALSH, LIMITED,

SHANGHAI, HONGKONG, SINGAPORE AND YOKOHAMA. 11187-1

VAFIADIS & CO.



PURVEYOR TO THE BRITISH FIELD FORCE CANTEENS IN SOUTH AFRICA.

PACTORY: CAIRO, EGYPT

BRANCHES: BOMBAY ..... 20, ESPLANADE ROAD. CALCUTTA ... 4. DALHOUSIE SQUARE. RANGOON .. 72. MERCHANT STREET.

LONDON ... 19, BASINGHAIL ST., E.C. THEIR AGENTS...

MESSRS. KRUSE & CO., HONGKONG.

BUDWEISER BEER.

EXTRA PAUE LAGER IN CLEAR, BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER BUSCH BREWING

ASSOCIATION, ST. LOUIS.

This Beer is browed of best Saszer Hops and finest Barley Malt only, and warranted not to contain Chemicas in any form The Beer is sterrused after being bottled, an d full mature age instres its fin condition in any climate. Beautifully bright, seductively spark

ling, and perfectly pure. F. BLACKHEAD & CO.,

Sole Agents. Hongkong, 25th July, 4902. PURE FRESH WATER

TRIHE HONGKONG STEAM WATER. BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W.

J. W. KEW Manager, 20. Des Voeux Road. Hougkong, 13th June, 19-12,

have this day been appointed STEAMSHIP "TINGSANG" GENERAL AGENTS FOR HONGKONG

FACTORY, MACAU. These Lines have been tested by experts, and Cargo short received. in St be submitted to the found to be superior for any other found | Adjuster Mr. F. S. FULCIER (of the IN CHINA! All bouses should be lime-washed or before the 1 ith September next, after which with this Lime. It gives an odour of sweetness and kills formin. It is a decided check on date no Claims will be recognised. p'agne and other pestilent diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the

TAIWAN STONE AND SHELL LIME

square inch breaking strength. Orders will be received and testimonials can be seen and prices quoted on application to C. E. WARREN & CO. 30, Des Voiax Road Central

Hongkong, 16th June, 1902, COLD STORAGE

THE HONGRONG ICE COMPANY, LO. A have now 40,000 Cubic feet of Cold Storage available at East Toint, Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays The "DATLY PRESS" OFFICE, Hongkong, and excepted, to receive and deliver perialishle goods WM. PARLANE, Manager. Hongkong, 18th November; 1901.

NOTICES OF FRMS

Estate of the late. Mr. AUGUSTO JOSE DO ROZARIO, deceased, carrying on business under the style of "ROZARIO & CO." have this day authorised and appointed MR. JO., O JOAQUIM LEIRIA to SIGN the name of the Firm of ROZARIO & CO., and to carry on the business as heretofore.

LUIZ CAPLOS DO ROZARIO. JOAO JOAQUIM LEIRIA. Hongkong, 20th August, 1902. THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business. Mr. SOUTHEE KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate

attention. THE VICTORIA DISPENSARY, J. R CAPELL, Hongkong, 5th August, 1902.

NOTICE. OSAKA SHOSEN KAISHA. (THE OSAKA MERCANTILE STEAMSHIP

TATE have this day relieved the MITSUI BUSSAN KAISHA of the Hongkong Agency of this Company and have established our own Branch Office at this Port, at No. 2. Des Vœnx Road Central.

The Undersigned has assumed charge of this OSAKA SHOSEN KAISHA, T' ARIMA.

Hongkong, Bird August, 19.2.

AVERAGE PATOTICE IS HERSBY COLVEN that all Claims for damage to Cargo, and for China Truders' Insurance Co ) Horgkong. on

JARDINE, M. THESON & CO., . General Managers, INDO-CHINA S. N. CO. LD. Hongkong, 14th August, 1902.

H.F. CARMICHAEL CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR QUEEN'S DUILDINGS.

TELEGRAMS. "CARMICHAUL," HONGRONG. A B C Code, 4th Edition. A 3 Code. Lieber's Standard Code.

TELEPHONE, 232. liongkong, 21st June, 1901.

[1217

#### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hougkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLAG & RIG	BERTH	CAPTAIN	POE PREIGHT APPLY TO	TO BE DESPATCHED
	Outros v	Deit afte	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON, &C., VIA PORTS OF CALL	CHUSAN	Deit of		*******************	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	ANTENOR	Daily ole	_	41935401249412141414141414141	BUTTERFIELD & SWIRE	On 16th September.
LONDON	DARDANUS	Buit ate	· - '	4 (B4444) (P441) 40) 444 448)	BUTTERFIELD & SWIRE	On 30th September.
LONDON			el	****************	BUTTERFIELD & SWIRE	On 14th October.
LONDON	JASON			*****************	BUTTERFIELD & SWIRE	On 20th September.
LIVERPOOL DIRECT	PYRRHUG		W	Chevalier		To-day, at I P.M.
MARSEILLES, &c., VIA PORTS OF CALL	POLYNESIEN		_	E. P. Martin, B.N.R.	P. & O. S. N. Co	On 5th September, at Noon
MARSEILLES & LONDON	BANCA	Dait ate	_	R. W. Thomson	GIBB, LIVINGSTON & Co	On or about 28th inst.
GENOA, LONDON & ANTWERP VIA SUEZ CANAL	BENVORLICH		2 m.	C. Polack	MELCHERS & Co	On 4th September, at Noon.
BREMEN, VIA PORTS OF CALL	KONIG ALDERT		2 111.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th inet.
HAVRE, BREMEN & HAMBURG	C. FERD LABISZ	And 6	2 m.	Mayer		On 10th September.
HAVRE & HAMBURG	KONIGSBERG	/M + 1 - 1	M 7/1.	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	BAMBERG	-	-	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	FREIBURO		z	Behrens		On 22nd October.
HAVRE & HAMBURG	SILVIA			A	HAMBURG-AMERIKA-LINIE	On 6th November,
HAVRE & HAMBURG	SAXONIA	1 100 11 1	. —	Jaoger	STANDARD OIL CO, OF NEW YORK	Quick despatch.
NEW YORK VIA SUEZ CANAL	SENECA	1 475 01 /	0	*****************	DODWELL & Co., LIMITED	About 27th inst.
NEW YORK TIA PORTS & SUEZ CANAL	LENNOX		2 m.	Solber	35 A T	On 13th September.
YEW YORK VIA SUEZ GANAL	GLENROY	Brit. str	_	Selby	JARDINE, MATHESON & Co	On 15th September.
TEW YORK YIA SUEZ CANAL	INDBANI			************************		On 20th September.
NEW YORK VIA SUEZ CANAL	AFTON			O. D. Marshall way n	CANADIAN PACIFIC R. Co	On 27th inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c	EMPRESS OF INDIA				79 79 79 79 79 79 79 79 79 79 79 79 79 7	On 10th September.
VANCOUVER, VIA SHANGHAI, &c	TAICTAR	Brit. str		E. Beetham, E.N.R		On 12th September.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES			G. Wright	DODWELL & CO., LIMITED	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C	RIOJUN MARU	Jap. atr	2 m.	K. Ohno	NIPPON YUSEN KAISHA	On 8th September, at 4 P.3
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C					NIPPON YUBEN KAISHA	
PORTLAND, OREGON				***** ***	PORTLAND & ASIATIC S.S. Co	On 13th September.
AUSTRALIAN PORTS			- 2. m.	*******************	Butterfield & Swife	On 2nd September.
AUSTRALIAN PORTS				H. Fraser		On 30th inst., at Noon.
AUSTRALIAN PORTS		1 100 to 1		Dabello	GIRB, LIVINGSTON & Co	On 4th September, at 4 P.3
YOKOHAMA & KOBE			2 m.	Proesch	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
YOKOHAMA, V A SHANGHAI, MOJI & KOBE	GLENSHIEL	Brit. str		******************		On or about 6th September
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str	_	H. Petersen	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
KOBE & IOKORAMA	1	47 FE 4		*****************	BUTTERFIELD & SWIRE	To-day.
NAGASAKI, & KOBE NAGASAKI, KOBE & YOKOHAMA		ter a s		E. W. Haswell	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
NAGASAKI, KOBE & TOROHAMA	NANCHANG	- i	2 m.	**************************	BUTTERFIELD & SWIRE	On 29th inst.
WEIHAIWEI & TIENTSIN	Kweilin	10% Ba 1		4	BUTTERFIELD & SWIEE	To-morrow.
CHEFOO & NEWCHWANG		GG 67 5 -		Schulz	SIEMSSEN & Co.	To-day, at 4 P.M.
HANGHAI	·		•	K. Sobajima	OSAKA SHOBEN KAISHA	To-morrow.
SHANGHAI VIA PORTS			1 '	Flandin	MESSAGERIES MARITIMES	About 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Description	Brit. str		A L. Valentini	P. & O. S. N. Co.	On or about 30th inst.
SHANGHAI	BENGAL	1 449	1 m.	T Ografa	OSAKA SHOSEN KAISHA	On 31st inst.
TAMSUI, VIA SWATOW & AMOY	ANPING MARU			I. Goto	OSAKA SHOSEN KAISEA	Of 27th inst.
FOOCHOW, VIA SWATOW & AMOY		_ ~ .	Îm.	T. Saito	OBAKA SHOSEN KAISHA	On ara September.
ANPING. VIA SWATOW & AMOY	MAIDZURU MARU		2 h.	Hodgins	DOUGLAS LAPBAIK & CO	TO-morrow, at NOOL.
SWATOW, AMOY & FOOCHOW	7		2 m.	A. Fraser	Commence (Domestic Co. Co.	To-morrow, at 4 P.M.
MANILA	P. N. Taraback and M. D. S.	Brit, str			BUTTERFIELD & SWIRE	On 27th inst.
MANILA	SUNGKIANG.	Ton ote	2 11.	Tata	MITSUI BUSSAN KAISHA	On 30th inst., at Noon.
LE NATTE A	I KOBETTA MARU	Con ste		Mayarhof	JEBSEN & Co.	To-morrow.
SINGAPORE, SOURABAYA & SAMARANG	THEODOR WILLS	CAGE PAL	1 4 1194	Transferred relience		41.4

#### SHIPPING.

ARRIVALS. Aug. 22, MERCEDES, British str., 2,500, Carfer Wellington 27th July, Coal,-Govern-

Aug. 23, Anging Maru, Japanese str., 1,058, Atsumi, Foochow, Amoy and Swatow 22nd August, General.-Mitsui Bussan

Aug. 23. Buffano, American transport, Ross, Shonghai 19th August. Aug. 23, Kwanoping, British str., 1,243, W. Blake, Haiphong 20th August, General .-

Aug. 23, KWANGLEE, Chinese str., from Aug. 23, Kweilin, British str., from Canton. Ang. 23, LOUNGMOON, German str., from

Aug. 23, ARBTHUSA, British cruiser, 1,167, Jas.

Startin, Shanghai 19th August, Aug. 23, DEVAWONGEE, German str., 1,052, C. 1

Kumpel, Bangkok 17th August, Rice and Teakwood, -- MELCHERS & Co. Aug. 23, Hyades, American str., 3,000, Geo. Wright, Tacoma via Japan and Shanghai 21st July, General. Dodwert & Co.

Aug. 23, KEELUNG MARU, Jap str., 1,134, K. above ports TO-MORROW, the 26th inst. Sabajima, Shanghai 26th August .- OSAKA SHOSEN KAISHA. Aug. 23, POLYNESIEN, French str., 2,903, A.

Chevalier, Yokohama and Shanghai 21st August, Mails and General.-MESSAGERIES MARITIMES. Aug. 24, Chunsand, British str., 1,418, T. FITHE Company's Steamship

Arthur, Chefoo 19th August, General .-JARDINE, MATHESON & Co...

Aug. 24, HAICHING, British str., 1,267, H. E. SHANGHAI via Ports. Hodgins, Foothow 21st Aug., Amoy 22nd and Swatow 23rd, General -- Douglas

LAPRAIR & Co.

Aug. 24, HANOI, French steamer, 742, Merlees, Haiphong and Hoihow 23rd Aug., General. -A. R. MARTY. Aug. 24, PERIA, British str., 1,276, J. McGintz,

Manila 21st August, General. - SHEWAN, Tones & Co. CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 22nd August.

Apenrade, German str., for Haiphong. Daigi Maru, Japanese str., for Swatow. Hamburg, British barque, for New York. Loongmoon, German str., for Shanghai. Tuarta, German str., for Swatow. Qkuld, Norwegian str., for Bangkok. Shales, British str., for Swatow:

DEPARTURES. 23rd -August.

CHOWFA, German str. for Bangkok. FAUBANG, British str., for Swatow. HERMANN MENZELLA German str., for Iloilo. Kowloun, German str., for Shanghai. PELUSE, British str., for Pakhoi. P. C. C. KLAO, German str., for Hollow. SHERARD OSBORN, British str., for Singapore. TACOMA, British str., for Tacoma. TAMBA MARU. Japanese str., for London. TORDENSKJOLD, Norw. str, for Baugkek. TSINAN, British str., for Australia. WINGSANG, British str., for Canton. YIKSANG, British etc., for Hongay.

24th August. APENRADE, German str., for Haiphong. DAIGI MARU, Japanese str., for Swatow. QUARTA, German str., for Swatow. SKULD, Norwegian str., for Bangkok, THALES, British str., for Swatow.

VESSELS IN DOCK. 2 Ind August.

ABERDEEN DOCKS. KOWLOON DOCKS .- Solent, Chunshan, Rubi. H.M.S. Wipern, Empress of India, Thea, Bjorn. CORNOPOLITAN DOCK - Marie Jebsen, Sabine Rickmers.

SHIPPING REPORTS. inst., had light variable winds and smooth ses. 19th inst. had light winds, calm rea, fine, clear

The Chinese steamer Feiching, from Shanghai 20th inst., had light S.E. and variable winds and HYADES, British steamer, Wright.-Dodwell

fine weather. The British steamer Chunsang, from Chefco KELAT, British ship, John Hughes. OBDER 19th inst., had mederate to light E.N.E. and N. MANUEL LLAGUNO, American ship, Nicholla .-winds with fine weather.

The British steamer Haiching, fro m Coast Ports 23rd inst., had light variable w inds and tine, clear weather to Amoy. From-Amoy to Swatow light S.W. breeze and fine, c lear weather. From Swatow to port light westerly breeze and fine, clear weather.

VESSELS ON THE BERTH

FOR YOKOHAMA. AND KOBE.

HE N.D.L. Steamship

"FREIBURG," Captain Prossch, will be despatched for the above ports TO-DAY, the 25th inst., at 5 P.M. For Freight, apply to HAMBURG-AMERIKA LINIE

Hongkong, 23rd August, 1902. FOR SINGAPORE, SOURABAYA

Hongkong Office.

AND SAMARANG. HE Steamship

"THEODOR WILLE,"

Captain Mayorhop, will be despatched for For Freight or Passage, apply to JEBSEN & CO.,

Hongkong, 22nd August, 1092. OSAKA SHOSEN KAISHA.

"KEELUNG MARU," Shanghai 20th Aug., General.-Chinese. New Service between HONGKONG and through which the Railway passes.

via Ports TO-MORROW, the 26th instant. Through Bills of Lading issued for Cargo Ang. 24. HAILAN, French str., 377, Anderson; to Yangteze River ports, as well as for North Hollow 23rd August, General .- A. R. China ports, in connection with the Nippon Yuson Kaisha's steamers from Shanghai. For further information apply to the Company's Branch Office at No. 2, Des Voux Road Central.

T. ARIMA, Manager.

Hongkong, 23rd August, 1902. THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser, will be despatched for the above port TO-MORROW, the 26th inst, at Highest class Passenger Steamers, high

powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Sargeon is carried. For Freight or Passage, apply to SHEWAN TOMES & CC.,

General Managers. Hongkong, 22nd August, 1902. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

HE Company's Steamship "LAOS," Captain Flandin; will be despatched for the

above ports on or atout MONDAY, the 25th instant." For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 20th August, 1902. NOT RESPONSIBLE FOR DEBTS.

OWNERS will be RESPONSIBLE for any GENOA.

DEBT contracted by the Officers or the Crew Hongkong Harbour :-The British cruiser Arethusa, from Shanghai | ADOLPH OBRIG, Amr. barque, S. Amesbury. -Standard Oil Co.

ALTAS American ship. McKay Standard

Standard Oil Co.

#### CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD. AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. SAFETY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshall, B.N.R. WEDNESDAY, 27th Aug. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.H. ..... WEDNESDAY, 24th Sept B.M.S. "EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.R... WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous I INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN. COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and ARGUND THE WORLD. Return tickets to various points at reduced rates, Good for 1, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Moinbers of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an Japan Governments.

The attractive features of this Company's route embrace its FALATIAL STEAMSHIP'S (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL. TRAINS (the Company having received the highest award for same at recent Chicago World's Aug. 24, FEICHING, Chinese str., 980; Gordon, Captain K. Sobajima, will inaugurate the Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SHERY

THE DINING CARS and MOUNTAIN HOTELS of this routeeare owned and operat-She will be despatched for SHANGHAI by the Company, and their appointments and Cui-ine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Sceerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually

made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Picillap's Street

#### GERMAN MAIL. IMPERIAL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE STEAM FOR SINGAPORE, PENANCE, COLOMBO, ADEN. SUEZ. POS SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO

LONDON, NEW YORK, BOSTON. BALTIMORE. NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND TASSENGERS

AND LUGGAGE N.B.-CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN. RESSIA

PROPOSED SAILINGS. FROM HONGMONG SUBJECT TO ALTERATION . SAILING DATES. STEAMERS. ... THURSDAY 4th September.

KONIG ALBERT 18th Saptember. PRINZESS IRENE ... THURSDAY PRINZ REGENT LUITPOLD 1st October. WEDNESDAY WEDNESDAY 15th October. WEDNESDAY 23th October. \* HAMBURG WEDNESDAY 12th November. SACHSEN'... 26th November. WEDNESDAY \* KIAUTSCHOU... WEDNESDAY 10th December. WEDNESDAY 24th December. BAYERN ... KONIG ALBERT WEDNESDAY 7th Jan., 1903. 21st Jan., 1903. PRINZESS IRENE WEDNESDAY 4th Feb., 1903. DARMSTADT 18th Feb., 1903. PREUSSEN . WEDNESDAY WEDNESDAY \* HAMBURG 4th Mar. 1903. \* Steamers of the Hamburg-Amerika Linie.

N'THURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PAS-Neither the CAPTAIN, the AGENTS, nor the SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and

Shipping Orders will be granted fill Noon on Tuesday, the 2nd September, Cargo and The British steamer Perla, from Manila 21st of the following Vessels during their stay in Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcel will be received at the Agency's Office until Noon on WEDNESDAY, the 3rd September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

MELCHERS & CO., AGENTS.

Linen can be washed on board. NORDDEUTSCHEB LLOYD.

Hongkong, 21st August, 1202.

For further Particulars, apply to

#### NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

_	Steamer.	Captain. Tons. Sailin	g Dates,
	HYADES	G. E. Warner 3,750 Septem	ber 12th ber 20th
1	VICTORIA		e 4th r 18th

Steamers marked \* have no passenger accommodation. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED.

STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United State and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED.

GENERAL AGENTS. Hongkong, 21st August, 1902.

OSAKA SHOSEN

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING . STEAMERS. SUNDAY, 31st " DAIJIN MARU TAMSUL VIA SWATOW August. T. OGATA AND AMOY SUNDAY, 7th "DAIGI MARU TAMSUI, VIA SWATOW T. KITANO AND AMOY September. WEDNESDAY, 27th "ANPING MARU FOOCHOW, VIA SWATOW AND AMOY I. Goro August WEDNESDAY, 3rd ANPING, VIA SWATOW MAIDZURU MARU September. T. SATTO AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical luspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui-to land all passengers and cargo.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

Hongkong, 22nd August, 1902.

S. J. G. Parsons .....

(THE JAPAN 'MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES, DESTINATIONS. STEAMERS.

(VICTORIA, B.C., and SEATTLE, MONDAY, 25th August. RIOJUN MARU ..... U.S.A., VIA SHANGHAI, MOJI, 'K. Ohno ..... KOBE and YOKOHAMA KAMAKURA MARU ..... KOBE and YOKOHAMA FRIDAY, 29th August, ED DAYLIGHT. H. Petersen KUMANO MARU ...... (NAGASAKI, KOBE and YOKO FRIDAY, 29th August, E. W. Haswell .... & HAMA ..... at Noon,

SYDNEY and MELBOURNE VIA | SATURDAY, 30th August, KASUGA MARU..... THURSDAY ISLAND, TOWNS. H. Fraser ..... at Noon. VILLE and BRISBANE VICTORIA, B.C., and SEATTLE, MONDAY, 8th Sept. IYO MARU .....

U.S.A., VIA SHANGHAI, MOJI,

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Cauada, and Europe, in connection with the GEEAT NORTHERN RAILWAY and Atlantic Steamers.

KOBE and YOKOHAMA ......

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

#### A. S. MIHARA, Manager. (D) RANDING MANDE

STEAM NAVIGATION COMPANY. REMARKS. TO SAIL ON

{CHUSAN Noon, 30th See Special Advertisement August } LONDON, &c.....

SHANGHAI ..... BENGAL About 30th Freight or Passage. MARSEILLES and BANCA North, R.N.E. | North September | Freight only.

YOKOHAMA. VIA SHANGHAI GLENSHIEL About 6th Freight only. MOJI and KOBE Passing through the Inland Sea)......

For further Particulars, apply to E. A. HEWETT. Hongkong, 22nd August, 1902.

Superintendent.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST. Taking Cargo at through rates to ANEWERP, ASSESSOAM, ROTTERDAM, COPENHAGEN

LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN POLITS.

PROPOSED SAILL LEROM HONGKONG.

TEBATION. SUBJECT SAILING DATES STEAMERS. C. FEED. LAEISZ ... (HAVRE, DREMENTANTHAMBURG) On 28th Aug. Freight. (Calling at Singepore and Penang)...) On 10th Sep. (Freight and Calling at Singepore and Penang)...) Capt. Mayer ...... (Calling at Singspore and Penang) ... ) (HAVRE and HAMBURG On 24th Sept. Freight. Capt. Kirchner ...... 

For Further Particulars, apply to HANBURGEAMBRIKA SARNAG

HONGKONG OFFICE. Queen's Bumbings, No. 1.

#### COMPANY. STEAMSHIP OUTWARDS. BTEAMERS "DIOMED" ..... On 26th August. GLASGOW and LIVERPOOT. On 3rd September. GLASGOW and LIVERPOOL .. JASON" On 13th September. "NESTOR" GLASGOW and LIVERPOOL .. On 18th September. "MACHAON"..... GLASGOW and LIVERPOOL ... On 18th September. "KAISOW"..... GLASGOW and LIVERPOOL ... On 25th September. "ACHILLES" GLASGOW and LIVERPOOL ... HOMEWARDS. STEAMERS. On 2nd September. "ANTENOR" On 16th September. "DARDANUS" LONDON On 30th September. "DIOMED" LONDON ..... On 20th September. LIVERPOOL ..... } "PYREHUS" ..... (Taking Cargo at London Rutes)

For Freight, apply to BUTTERFIELD & SWIRE.

Hongkong. 23rd August, 1902.

AGENTS, O. S. S. CO.

#### CHINA NAVIGATION CO.. LIMITED.

STEAMERS

The S.S. "DIOMED" left Singapore on the 21st inst., and is expected here on the 26th inst.

NAGASAKI & KOBE + "SHAN	[SI" On 25th August.
CHEFUO and NEWCHWANG KWEJ	TITU THE OH TOOK TENERALL
MANILA * "SUNG	KIANG" On 27th Angust.
WEIHAIWEI and TIENTSIN "NANC	HANG" On 29th August.
THE PARTY OF THE P	
CAIRNS, TOWNSVILLE, BRIS- CHANGE BANE, SYDNEY and MEL-	COTTAIN Outland Contact and man
TRANKE AVENEY and MEL.	GSHA On and Sept., at 4 P.M.
BOURNE	The same of the sa

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangtaze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 23rd August, 1902.

#### PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG DIG SHANGHAI, INLAND PORTLAND, OREGON SEA OF JAPAN, MOSI, KOBE & YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE CAPTAIN HONGKONG. STEAMBHIP /

September 13, 1902 INDRASAMHA" Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE. BATAVIA. SAIGON. COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIEBOUTI, EGYPT, MARSBILLES MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 25th August, 1902, at 1 P.M. the Company's Steamship POLYNESIEN, Captain Chevalier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 24th

August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Hongkong, 15th August, 1902. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. HE Steamship

CHUSAN, Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the Soth August, at Noon, taking passengers and cargo for the above

Silk and Valuables, all cargo for France. Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Murseilles and London; other cargo for Lendon, &c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 18th August, 1902. "GLEN" LINE OF STEAMSHIPS

FOR NEW YORK VIA SUEZ CANAL HE Steamship

"GLENROY." Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902. For Freight, apply to McGREGOR BROS. & GOW.

Hongkong, 4th August, 1902. SHEWAN FOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA BUEZ CANAL. HE Steamship

"AFTON" will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to
SHEWAN, WOMES & CO., Agents.

Hongkong, 23rd August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS). PROPOSED SAILINGS FROM HONGKONG. SENECA"...... About 18th August.

For Freight and further information apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Agents. Hongkong, 13th August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. 190.2

About 27th Aug. LENNOX HEATHBURN 6th Sept. 20th Sept. AFRIDI" HILLGLEN 27th Sept. RICHMOND CASTLE", 11th Oct. To follow. LOTHIAN LOWTHER CASTLE" To follow. For Freight and further information, apply to DODWELL & CO., LD., .

Agents. Hongkong, 25th August, 1902



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship

"ROSETTA MARU," 3.876 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 30th inst., at NOON. Cabins. Excellent Table. Unrivalled Speed. to rent Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to sented to the Undersigned on or befor THE MITSUI BUSSAN KAISHA, Soth inst., or they will not be recognised.

Hongkong, 22nd August, 1902. UNITED STATES AND CHINA-JAPAN S.S. LINE. REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA HONGKONG AND SINGAPORE, TO NEW YORK (VIA SUEZ CANAL). HE following Steamers will be despatched

A as above at monthly intervals, carrying Cargo at current rates :---PROPOSED SAILINGS FROM HONGKONG. S.S. "INDRANI"..... 15th Sept., 1902. S.S. "INDRAWAD1" ... - Oct., 1902. For Freight and further information, apply to JARDINE, MATHESON & CO.,

#### Agents. NATAL LINE OF STEAMERS.

VIHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Aprica, in connection with Indo-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO. LIMITED, General Agents for China and Japan. Hongkong 4th August, 1897.

Ben" Line of Steamers FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL. TIHE Steamship

"BENVORLICH," Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

#### Hongkong, 19th August, 1902. CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOTAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the

Undersigned. NEXT SAILINGS. CHANGSHA" ... leaves on 2nd September. CHINGTU" ... " .. .. 24th October. Superior accommodation amidsbips. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provi- No Fire Insurance will be effected. sions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS

CHINA NAVIGATION Co., LD. Hongkong, 1st August, 1902. EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.) THE Steamship

"GUTHRIE," Captain Dabelle, will be despatched as above on THURSDAY, the 4th September, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage. This Steumer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

N.B.-Return Tickets issued by this Com. to rent. pany to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa .....

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Hongkong, 19th August, 1902.

#### NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS IRENE," OF THE NORDDEUTSCHER LLOYD. having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being | Wharf and Godown Company's Godowns at landed and stored at their risk into the Godowne | Kowloon, where each consignment will be of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-DAY, the 19th inst. No Claims will be admitted after the Goods-

have left the Godowns, and all Goods remaining undelivered after 26th inst., will be subject to rent All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on TUESDAY, the 26th August, at 9.30 A.M., and THURSDAY, the 28th August, at 9.30 A.M. All Claims must reach us before the 2nd

September, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & CO

Hongkong, 19th August, 1902. "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"

FROM NEW YORK, STRAITS AND MANILA. ONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. · No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining Magnificent Accommodation. Comfortable undelivered after the 27th inst. will be subject All Claims against the Steamer must be pre-

sented to the Undersigned on or before the All broken, chafed, and damaged Goods are Prince's Buildings, Ice House Street. to be left in the Godowns, where they will be [16] examined on the 27th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LD.,

Hongkong, 20th August, 1902. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENYENUE."

FROM LEITH, LONDON AND

STRAITS. CONSIGNEES of Cargo are hereby in-formed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 27th inst., will be subject to rent: All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Hongkong, 20th August, 1902.

OCEAN STEAMSHIP COMPANY.

NONSIGNEES per Company's Steamer

"PYRRHUS" are hereby notified that the Cargo is being dis-charged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., in both cases it will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on

and after the 21st instant. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival, Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods

examined at 11 A.M. on the 27th inst. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hengkong, 20th August, 1902. STANDARD OIL COMPANY OF

NEW YORK. NOTICE TO CONSIGNEES.

TIME Steamship Seneca has arrived and are hereby informed that unless they take delivery alongside on or before the 25th inst. their Goods will be landed at their risk and expense in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon.

NEW YURK. Oriental Shipping Department, Hongkong, 22nd August, 1902.

STANDARD OIL COMPANY OF

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG." Captain Procech, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take inimediate delivery of their Goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-DAY, 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 29th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd August, 1902. THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOUL AND STRAITS. THE Company's Steamship

\*KINTUCK

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 26th inst. at NOON

will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY, 20th inst.

DODWELL & CO., LD., Agents. Hongkong, 20th August, 1902.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON. Alacrity, despatch-boat, 1,700 tons, 10 guns, 8,000 h.p., Comdr. S. E. Erskine, at

Albion, battleship. 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei. Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits Amphitrite, 1st class cruiser, 11,000 tons, 18,000

h.p., Capt. Charles Windham, C.V.O., at Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, en route Hongkong. Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan

Blenheim, 1st class cruiser, 9,000 tons, 12 gans, 21,411 h.p., Capt. F. G. Stopford, at Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Sinho Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Weihaiwel Crossy, cruiser, 12,000 tons, 14 guns, 21,000

hip., Capt. Henry M. T. Tudor, at Weihaiwei Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei Espleyle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong Fame, torpedo-boat destroyer, 360 tons, 6 guns,

5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihalwei Fearless, cruiser, 443 tons, 12 guns, Capt. J. T. Graham, on Yangteze Firebrand, gunboat, 455 tons, 4 guns, 360 h.p. in reserve

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G.,

Handy, torpedo-boat destroyer, 260 tons, 6 guns, Hart, torpede-boat destroyer, 260 tons, 6 gans, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at

Weihaiwei Humber, storeship, 1,640 tons, Comdr. John D. Daintree at Hongkong James, torpedo-boat destroyer, 280 tone, & guns, 3,900 h.p., in reserve

Kinsha, river gunbeat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangteze Moorlien, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Hongkong Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleath, Behring Bea Ocean, battleship, 12,950 tons, 16 guns, 13,500

ihp., Capt. Richard W. White, Japan Otter, torpedo-boat destroyer, 350 tons, in

Pique, oruleer, 3,600 tons, 8 guns, 7,000 h.p., Bengali, French gunboat, 580 tons, Lieut. Fitle Capt. H. C. Reynolds, on Yangtase at Pakhoi Rambler, surveying ship, 583 tons, Capt. Morris

H. Smyth, Japan Anbyn Wake, at Hongkong

h.p., Lieut. Comdr. John P. Irven, Resario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Behring Sea

Sandpiper, river gunboat, 85 tons, 2 guns, 240 bart, West River must be left in the Godowns, where they will be | Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.,

Lieut.-Comdr. Ernest W. G. Davidson, on Taku, torpede-boat destroyer, 250 tons, 6 guns,

5,600 h.p., in reserve Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Robinson, A D.C., at Hongkong Teal, river gumboat, 180 tons, 2 guns, Lieut.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtaze Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Bowman, at Manila.

Act.-Condr. Louis J. MacHutchin, Straits Eclaireur, French gunboat, 8 guns, 2,050 h.p., Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei

Comdr. R. W. Dalgety, at Shanghai

Weihaiwei Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong Woodlark, ganboat, 150 tons, 2 gans, 550 h.p., Lient.-Comdr. Ronald E. Chilcott, on

Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lieut. Comdr. Hugh G. C. Somerville, on Yang taza

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION. Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vsivolojsky, at Yokohama Alsout, Russian gunboat, 8 guns, 1,200 h.p.,

Capt. Quinter, at Vladivostock

Comdr. Journet, at Saigon

FOOD FOR

Alouette, French cruiser, 300, Lieut. Aoum Bellov, at Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Saigon Annapolis, 2merican gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at

Aspic French gunboat, 475 tons, 3 guns, 450 h.p.,

LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.

Phoenix, alcop, 1,015 tons, 6 guns, 1,400 h.p., Buffalo, American cruiser, Capt. Ross, on route Comdr. W. H. Nicholson, at Weihaiwei Manila

Bobr, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate Ringldo, sloop, 980 tons, 6 guns, Comdr. D. St. Brocklyn, American (flagship) armoured cruiser,

Captain C. C. Todd, at Manila Robin, river gunbost, 85 tons, 2 guns, 240 Bugeaud, French cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Bussard, German cruiser, 1,600 tons, 8 gans,

Comdr. von Bassewitz, at Shanghai Chasseloup Laubat, French cruiser, 3,800 tons, dpiper, river gunboat, 85 tons, 2 guns, 240 Capt. De Espinay St. Luc, at Saigon
h.p., Lieut.-Comdr. Murray MacG. Look- Comete. French gunboat, Capt. Louel, in
hart, West River Gulf of Tonkin Decides, French gunboat, 690 tons, 6 guns,

Capt. Leemee, at Chefoo D'Entrecasteaux, French flagship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fournet,

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Descartes, French cruiser, 4,000 tons, 13 guns, Capt. Lewis Bayley, at Weihaiwei 9,000 h.p., Capt. de Saune, at Saigon Dimitri Donskoy, Russian armoured crusier, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Sekrouff, at Singapore

Din. Portuguese ganboat, 729 tons, Capt. P. d'Azevedo, at Shanghai Don Juan de Austria, American gunbeat, Com.

Capt. Texier, at Taku Frient, French erniser, 4,000 tons, Capt. Adam, Whiting, torpedo-boat destroyer, 360 tons, 6 guns, at Nagasaki 5,900 h.p., Lieut.-Comdr. C. P. Mausel, at Furst Bismarck, German flagship, Vice-Admiral

Bendemann, 11,000 tons, 36 guns, Capt. Friederick, at Yokosuka Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Port Arthur Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hilbrand, at

General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila THE AMERICAN SYSTEM

TENTISTRY

DR. M. H. CHAUN. 33. DES VŒUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th March, 1902.

TAVID CORSAR & SONS MERCHANT NAVY NAVY BOILED CANVAS.

MEDAL, Exhibition, London. ----The British Medical Journal says-" Benger's Food has by its excellence established a reputation of its own." The Lancet says-"Mr. Bengers admirable -preparation." The London Medical

Sole Agents.

it is invaluable. This delicious, highly nutritive, and most ensity digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by Iliness or age. It may now be obtained in scaled Time of Chemists, etc., throughout the - Colonies and Abross, and will prove a boom to Mothers and Narses.

# DINNEFORD'S

INFANTS.

INVALIDS, and the AGED.

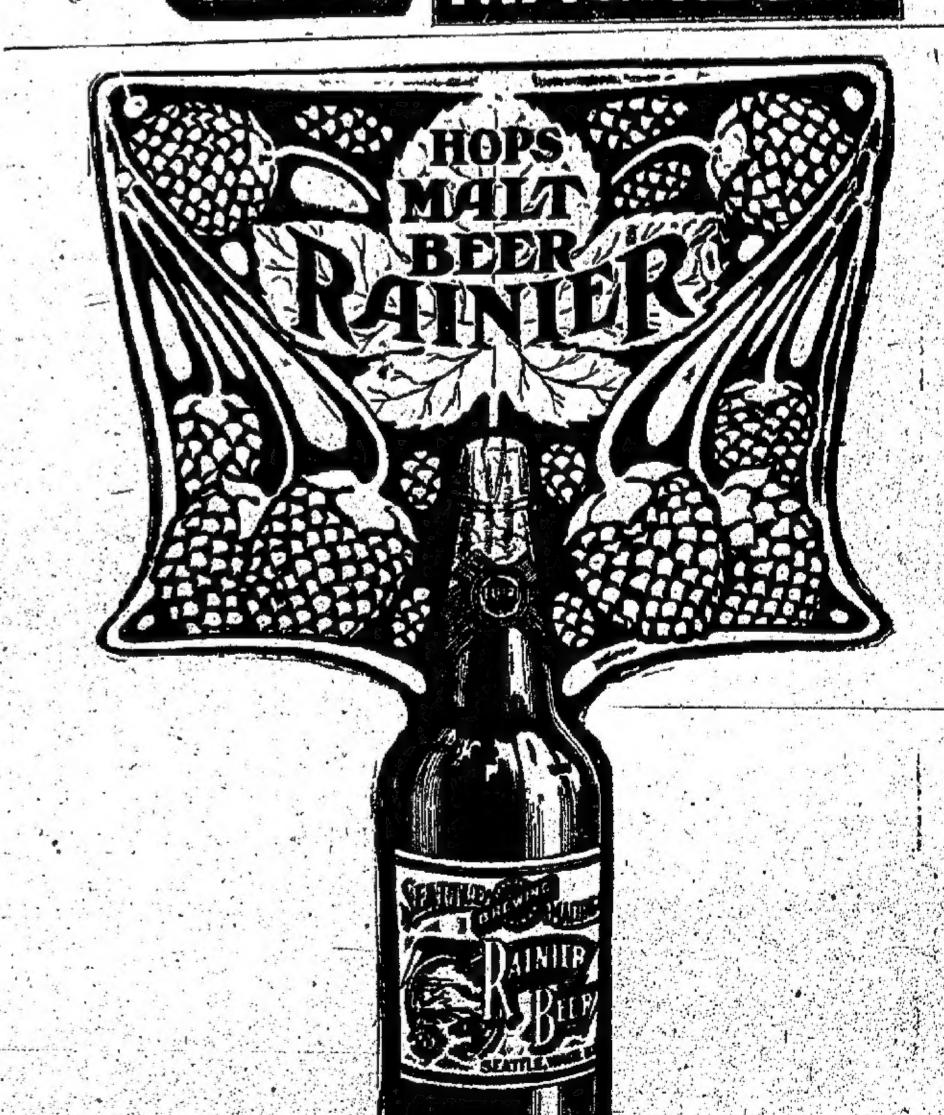
The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Record says-

The Universal Remedy for Acidity of the. Stomach, Headache, Heartburn, Indigestion, Sour Bructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females,

and the Sickness of Preguancy.



A. S. WATSON & CO., LIMITED.

HONGKONG, AGENTA

1982 - 1

POST OFFI  The Lors with the French Mair of the 2 at 6 a.m., and may be expected here to-morro		
The Lors with the French Mair of the 2	CALL STANGED CAN	
The Locs with the French Mair of the 2	OF MALERIA	is
from Hongkong on the list June. The serie, with the American Mail of the Is	t inst., left Yokohan	garoplics to letters despute an on Friday, the 22nd inst
daylight, and may be expected here on or about	Saturday, the 30th in	18 <b>t.</b>
The second second residence of the second se		
Canton	Hondai	Alonday, 25th, 7.30
Singapore, Bamarang and Sourabaya	Babelsheig	Monday, 25th, 10.00 / Monday, 25th, 10.00 / Monday, 25th,
		Printed matter and a
EUROPE, &c., India via Tuticoria Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)	Polynevica	Registration10.00 (Registration, with fee of 10 cents, up
	1 -15	10.45 A.M.) Letters
Mucao	Heungshan	Monday, 25th, 1.15 r
Shanghai, Moji, Kobe, Yokohama, Victoria, ?		Monday, 25th, 2.00 r
B.C., and Seattle	Trojun Din a	
Yokohamu and Kobe	Freiburg	Monday, 25th, 4,00 1
Hothow and Paknoi	Mighael Jebuen	, pronosy, zotu, jako j
Swatow and Bangkok	Falshan	Monday, 25th, 5.00 1 Tuesday, 26th, 9.00 1
Swatow, Amoy and Poochow	Haiching	1 deaday, 26th, 11.00
Mauila	Kacangping	Tuesday, 26th, 300 ;
Chefoo and Newchwang Swatow, Amoy and Fouchow	Kweitin	Yednesday, 27th, 800
Swatow, Allioy and Poconow	Anjung mana	Wednesday, 27th,
SHANGHAI, NAGASAKI, KOBE, YOROHAMA,		Printed matter and a
(Supplementary mail on board up to the	Empress of India	. Bussiphnation Ittele
time fixed for departure of the mail,		fee of 10 cents, up 10.45 A.M.; Letters 11.00 A
Manila	Sungkiany	Wednesday, 27th, 4.00 ;
Thursday Island, Townsville, Brisbane,	Kasuga Maru	Friday, 29th, 400 r Saturday, 30th, 10,00 s
Sydney and Melbourne	and ager and to the second	Saturday, 30th.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA.		Printed matter and a
Supplementary mail on board up to the	Nippon Maru	Registration 9.45
time haed for departure of the mail.		fee of 10 cents, up
Extra Postage 10 cents)		10.30 A.M.)
		Letters, &c.,10.45 A Saturday, 30th
Late Letters 10.50 to 11.05 A.M. Extra		Printed matter and at ples 10.00 A
Postage 10 cents.	Chusan	kegistration 9.45 A
(Supplementary mail on board up to the tune fixed for departure of the mail.		(Registration, with fee of 10 cents, up
Extra Postage 10 cents)		10.3 A.M.) Letters, 10.45 A
Thursday Island, Cooktown, Cairns, Towns- ; vitle, Brisbane and Sydney	Changeha	Tues., 2nd Sept., 3.00 r
COMMERCIAL.	The C.N. steam	mer Chingtu left Thursdinst, direct for this port, a
CLOSING QUOTATIONS.	is due here on the	lat prox.
On London.	bay Line) left Box	amor Hiroshima Maru (Be abay via Colombo and Sin
Heiegraphic Transfer	pore for this por expected here on t	t on the 17th inst., and he 5th prox.
Bank Bills, at 4 mouths aight	1 The P. & A.	steamer Indrasamha, fr the 29th ult., arrived at Yo
Cradity at 4 months sight	hama on the 15th	inst.
Documentory Bills, 4 months sightly 3;		nmer Turtur left Vancon p.m., for Hongkong via
Pank Hills, on demand	usual ports of call.	
On Germany	Japan aud Hongk	ong on the 14th inst.
On demand	STEASIERS	PASSED THE CANAL
Isaak Hills, on demand	OUTWARD.—8th .	Vuly-Anamba: 11th-P ndalunia, Odessa, 29th-Pe
CT BOMIAY.	broke deire, Kh	alif, Amba, Kaniakura Ma
Telegraphic Pransfer		st August-Merionellishi 5th-Bormida, 8th-Jas
Saisk, ou demand		anien. 12th-Flintshire, H

Glenshiel, Oceanien. 12th-Flintshire, Hunt. son, Prius Regent Luitpold, Silvin. 15th-Nextor. Sambia, Inuba Mann. 19th-Sego. via. 22nd-Keisour, Machaon, Cheysang,

Oopack, Socolra, Kennebec. HOMEWARD. -4th July-Queenstand. 11th -Sumatra. 18th-Cinerie, Ajax. 1st Aug.-Trieste. 8th-Bombay. 15th-Shanghai, Ginela, Shimosu. 19th-Suchsen. 22nd-Annum.

ARRIVALS AT HOME. -3rd June-Indus. 10th -Culchus, Glenlocky, 17th-Silevia (Aus.). 1st July -Sugoria. 4th -Adria, 7th -Japan 8th-Hitachi Maru, Maristow, Flandris Glaucus 11th-Achilles, 15th-Saconia, Hyson, Izion: 16th - Austria; Glengyle: 22nd -- Preussen, Salaris, Wakusu Mora, Makburg 25th Serbia, Agamemican. 29th Mogul Ist August-Sydney, Homburg, Suevia Jova. 5th-Kanagawa Maru. 8th-Mcyune, Devealing, 12 - Bentomond, Stentor. Prinz Heinrich Macduff. 15th - Formosa 19th - Ernest Simons, Sudo Mary, Strosshury. 22nd-Teenker, Polyphenium,

PASSENGERS.

Per Haiching, from Coast Ports, Mrs., Pearne

and two children. Mrs. Hock and two children.

Miss M. F. de Cruz, Massra, Lore, Schroster

hai, Count de Serma Jeresandal, Capt. A. Haria.

Mesers, A. V. Apcar, O. A. Hader, E. Howard,

H. John Barv-ll, Theodora Harder, C. George,

Joslant, Haristes, Julieu, Paul Eustate, H. Siva,

Limillier and Hoskourit: for Saigon, from

Nagasaki, Mr. T. Kisido; from Shangbai.

Mes.rs. Fournier and G. Jeau Baptiste: for

Singapore, from Shanghai, Mr. Boeinken: for

Colombo, from Shanghai. Messre. J. R. Vanghan.

and George Drukedis: for Port Said, from

Yokohama. Messre, Abben Jose and Jahea

Joseph: for Marseilles, from Yokobama, Miss

Beansl, Kerenfort, Verre, Martial Sauz de Elora

and Sabanier; from Shanghai. Mewrs. de Belley,

Trant. de Vigovroux d'Orvien, E. Gojet Porte.

Deney, Marel, Elegocet, Leroux, de la Roche

Crochard d'Ankay, 1 sequellet, Pretet, Guiard,

Per Tumba Maru, from Hongkong, for

London, &c., Mr. and Mrs. Hymovitch, Met.

Okito, Mrs. Russ. Mrs. T. R. Vanghan,

Misses G. Smith and K. Mori, Captains G. T.

Blaxland and A. Ramsay, Dr. T. Inouye, Messrs, G. F. Williams, W. O. A. Shepherd.

B. van Nemethy. S. Sato, T. Toshimoto, T.

Taniguchi, N. Ozaki, J. Asai, S Simon. Yamaguchi, G. Wooley, P. D. Coulter and L.

DEPARTED.

Bonnure, Allonotte, Remy and Valla:

Visblauer: from Nagasaki, Meisrs, Aggery,

Per Polynesien, for Hongkong, from Shang-

and Ewen Hughes.

ARRIVED

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U. D LEAF, 10 / fine, per tael ..... \$60.10

E SILVER, per of the second and 4 the

OLTOM:

On demand ......... pm

Section of the second Section of the second Section of the section of the second section of the section of the second section of the section of the

"Zird August.

... .. ... ................. 14 р.с. рас.

p.c. pm.

THE PRENCH MAIL. The M.M. steamer Luce left Saigon on the 23rd inst, at 6 a.m., for this port. THE INDIAN MAIL. The steamer Arratoon Aponi, from Culcutta, left Singapore for this p rt ou the 22nd

THE AMERICAN MAILS. The P.M. steamer Pera lat Yokohama for this port on the 21st insc., at daylight, via Light Des, &c.

The O & O steamor Coplic left San Francisco for this port, via Honolulu, Ac., on the 9th inst. The T. K. K. steamer America Maru left San Francisco for this port, via Honolala, &c., ou the 16th inst. THE CANADIAN MAIL.

The C.P.R. steamer Empress of Japan left Vancouver for Hongkong out the usual ports of call on the 18th inst., p.m. MERCHANT STRAMERS.

The O.S.S. steamer Diomed left Singapore on the 21st inst., and is expected here to-morrow. The N.Y.K. steamer Lange dara (Australinn Line) left Kobe via Lagaraki and Shimonoseki for this port on the 19th inst., p.m., and is expected he is on the 27th inst. The P. & A. steamer Indrani, from New York via Suez Canal and Singapore, left Manila for

this port on the 23rd inst., p.m.
The N.Y.K. a samer Kamakara Mara (Euromean Line) left Singapore for this port on the Mist inst., p.m., and is expected here on the

27th inst.
The Glen Line steamer Glengarry, from Middlesbro and London, left Singapore on the 23rd last, and is due here on the 28th inst. The E. & A. steamer Edstern, from Sydney. Ac., line left Port Darwin for Timor, Manile and this port, and is due on the let prox.

JOINT STOCK SHARES.

						skove, 22nd August.
	Brocks.	No. or Shanks		PAID	TANT DIVIDEND.	CLOSING QUOTATION.
	BANKS.		V'LPE			
	Hongkong and Shanghai J	80,000	\$125	<b>\$125</b>	30/-div. and 10/bonns ) at \$1.101 = \$21.57 ( for 2nd half year (	\$685, bayers L'don £62.10, cum d.
	Hanking Corporation f National Bank of Chma, Ld	( 19,970 A 29,955 H			ended 31:12:01) 3/11 for 1899	\$27, sellers \$27, buyers
-	Do. Founders' Shares MARINE INSURANCES. Union Ins. Society, Ld	(750 fdrs	£1 \$250	21		\$10, sellers \$390, buyers
	China Traders' Ins. Co., Ld. North China Inc. Co., Ld.	24,000 5,000	\$63.33 £100	\$25	16p.ct.foryr.end.30401 5 p. ct.=£1.5. or. ac-} count of 1900	\$58, buyers 41s. 1874, buyers
	Yangtere Ins. Assocn., Ld Canton Insurce. Office, Ld Straits Insurance Co., Ld	8,000 10,000 30,000	\$250	\$50	\$12=20 p. et. for 1900 \$12 for 1899 5 per cent. for 1895	\$1274, collers \$160, buyer- nominal
	HIRE INSURANCES. Hongkong Fire Ins. Co., Ld. China Fire Ins. Co., Ld. Shipping.	8,000 20,000			\$35 for 1900 \$6 for 1900	\$330, buyers \$81, buyers
ŀ	Macuo S. B. Co., Ld }	000,00	725	20	ended-30-0-1902 Final-6 per cent. making in all-10	\$37, buyers 858.
		( 20,000	100		per cent. for 1901   5 per old share } = 19 p	
	China & Manila S. S. Co., Ld.	20,000		\$50 \$50	\$2p. new chare \$ c.for 00   6 per cent, for year }	\$321, sellers
			4	- Nad	12 per cent for year	\$201, sellors
	hell Transport & Trading Co., Limited	2,000,000	\$10 - £1	. Æ1	2nd divd of 0d. p.share	#11 seilers £1.15, sales
	REFINERIES. hina Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Int. of 7 p.c. making 'n } all 12 p.c. for 1901	\$1024, sellera
1	Luzon Sugar Reing, Co., Ld	7,000	8100	\$100	\$3.for 1597	813.
ŀ	I'unjom Mining Co., Ld Do. Preference	60,000 30,000	\$10 \$1	\$10 \$1	None	\$5, sellers \$11, sellers
	Société Fran. des Char- bonnages du Tonkin	16,000	F s.250	Fa.250	Int. div. of Pes. 30 on a	\$550.
ı	Jelebu Mining and Tra- ding Company, Ld ] Ranb Australian Gold ]	200,000	. \$5 .£11	18:10	6 p. ot. half year ond. ( 31-7-94 (coupon 9) ) (1/-p. share==48 cts., (	\$1, buyers \$7, sellers
İ	Mining Co., Limited J Docks, Whanves, &c.			a	i Jath div	
l	Hongkong and Whampon   Dock Co., Limited   Hongkong and Kowloon	50,000	\$50	200 5	Fineldiv. of5 p.c. mak	\$210, sellers \$88, sellers
	Wharf and G. Co., Ld. J.	6,000	\$50 \$61	\$50 \$6\$	ing in all 10 % for 1901 \$24 per cent. for 1901	\$37, buyere
	LANDS, HOTELS & BUILDS.			A. 2.		
	Hongkong Land Invest-	60,000	\$100	\$100	Int of \$6 per share 1 on account of 1902	\$170, rellers & unless
	Kowloon Land & B. Co WestPoint Building Com-)	6,000	\$50 \$50	\$30	Int. of 511 per share	\$50, buyers \$50, sellers
	pany, Limited	12,500	\$50	\$50	on account of 1802 (	\$137, buye.s
1	Limited	7,000	- \$50	\$50	8 p c. for 4 year 31.12.00	\$15, sellers
	Corron Mills.	100,000	\$10	\$10	\$1 per share for 1901	3111, tales & buyers_
	Ewo Cotton, Spinning and ) Wenving Co., Ld		Tla100		C. enging of To bi 1	Tla. 40, buyers
	Internatni, Cot. M'fg. Co., Ld. Laou-kung-mow Cotton		Tla100 Tla100	14	Claritate and managed	Tis. 35, sellers Tis. 45.
	Soy Chec Cotton Spinning ( Company, La.	2,000	Tie500	Tls500		Tls. 150.
	Hongkong Cotton Spin., Weav. & Dying Co., Ld.	87,000	\$10	\$10	4 p. et. interim dividend	\$'174, sellore
1	Manila Investment Co., Ld. Green Island Cement Co	20,000 100,000 7,500	\$50 \$10 \$20		Sp. c. for 1900	\$20, seilers \$20], sales \$20, sellers
	A. S. Watson & Oo., Ld	60,000	\$10	\$10	Final of 6 per cent. making in all 11 per cent. for 1901.	\$141, sollers & sales
ı	dengkong Electric Co., Ld	30,000	\$10 \$10		{ 90 cents per share }	{ \$13, sellers \$64, sellers
	Hongkong and China Gas	7,000	210	£10 \$50	10 p. et. div. & 1 p. et. ; bonus for 1900	\$140, buyers \$145.
•	Geo. Fenwick & Co., Ld	10,000 6,000	\$50 \$23	\$25	15 per cent. for 1901 Int. of \$4 per share)	\$47, sollers
١.	longkong lee Co., Ld	5,000	\$25	\$20	on account for 1902.)	\$240, buyers
	Tramways Co., Ld	1,250 7,600	\$100 \$10	\$100	Interim-of 6 p. et	\$345, buyers \$10.
	Dairy Farm Co., Ld	10,000	\$71 \$50	\$6 - \$50	\$1 per share	\$12, buyera
	Lumpheil, Moore & Co., Ld., bell's Asbestos E. Agey., Ld.	1,200 8,404	\$10 12/6	12,4	20 per cent. for 190	\$22, buyers \$1, buyers
	Agency, Limited	100 fndra	\$10	\$10	319.80 { ended 31.5.10.)2	\$85, sellers \$155, buyers nominal
	Tebrun Planting Co., Ld hina Provident Lean & ) Mortgage Co., Ld	200,000	\$10	Sh.	None S0 cents for year ending 31-12-00	\$10, sales & sellers
	Watkma, Limited	10,000	\$10	81	9 per cent. for 1001 73 ets. on fully paid up	\$7, buyera
1	Universal Trading Co China Light & P. Co., Ld	50,000 15,000	\$20 \$20	\$2.	interin dividend.	\$15, sellers
1	Robinson Piano Co., Ltd Powell, Ld		\$50 \$10	2576	11 per cent. for 1900 (at. of 50 cent per share	\$55, sellera \$31, sellera
	CIGAR COMPANIES.  Philippine Tobacco Trust	20,000	950	2*12		\$45, pellers

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Sir Henry Berkely Mr. Andrew Beattie	Mr. H. U. Joffries	Shirty Peak and Electrical States and States			
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Major Bewley	O.W.G. B.A.,	Canton 3486 S4 S4 b			
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Mr. H. F. R. Brayne	Mr. C. Kock	Gap Book 2083			
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Forecast - Ariable of Alf sines Spiritpare: Mrs. Sawer m sorry and appearing to the second of the Mr.G.C. Lindsay Grant Mr. W. O. C. Spalck Providence Tool Market Constitute Chier-f. in 1000. Burill-galle. St. 4 p. 11. Mr. & Mrs. H. S. Vangnan and children Lieut.-Col & Mrs. Heron Mrs. W. Wilson & child Highest open all temperature on the Similar Lowest open air temperature on the Similar Company (Chapter State Anglust...) Mr. & Mrs. F. R. C. Sur-Major M. J. Whitty, HONGKONG TIDE TABLE

From 25th to the Sist August, o.

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